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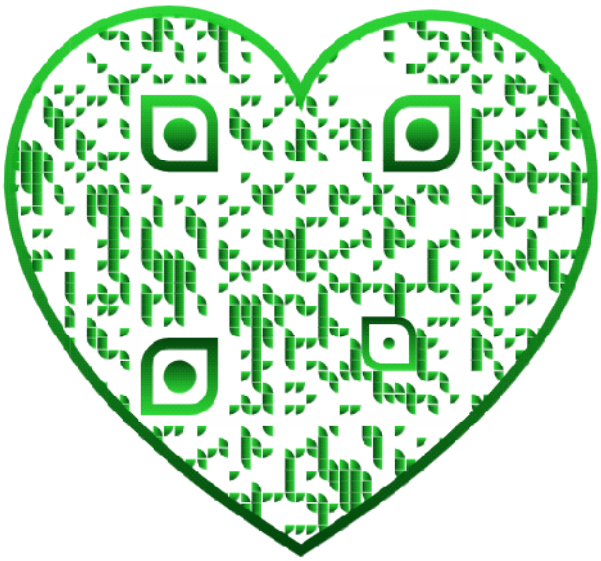

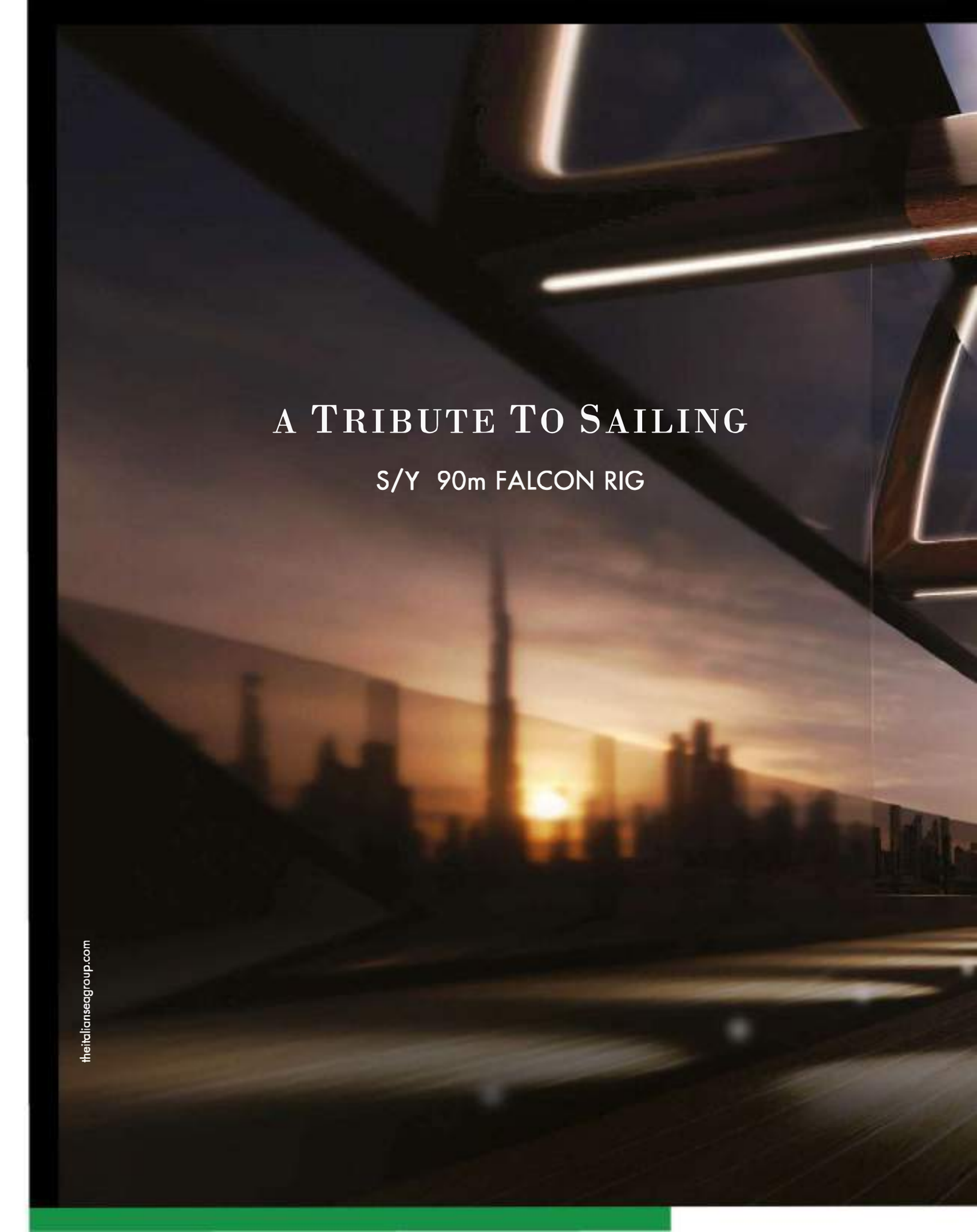
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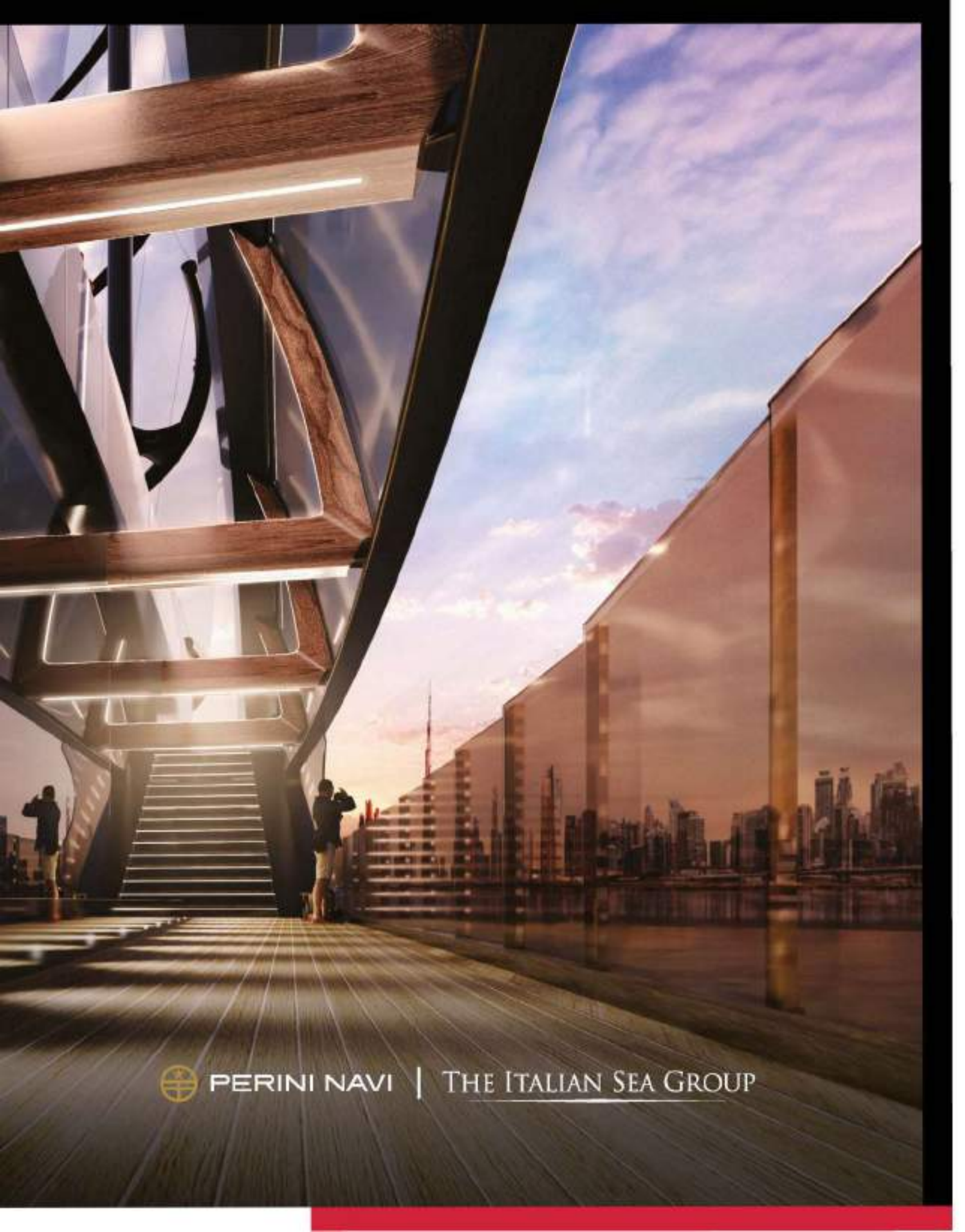
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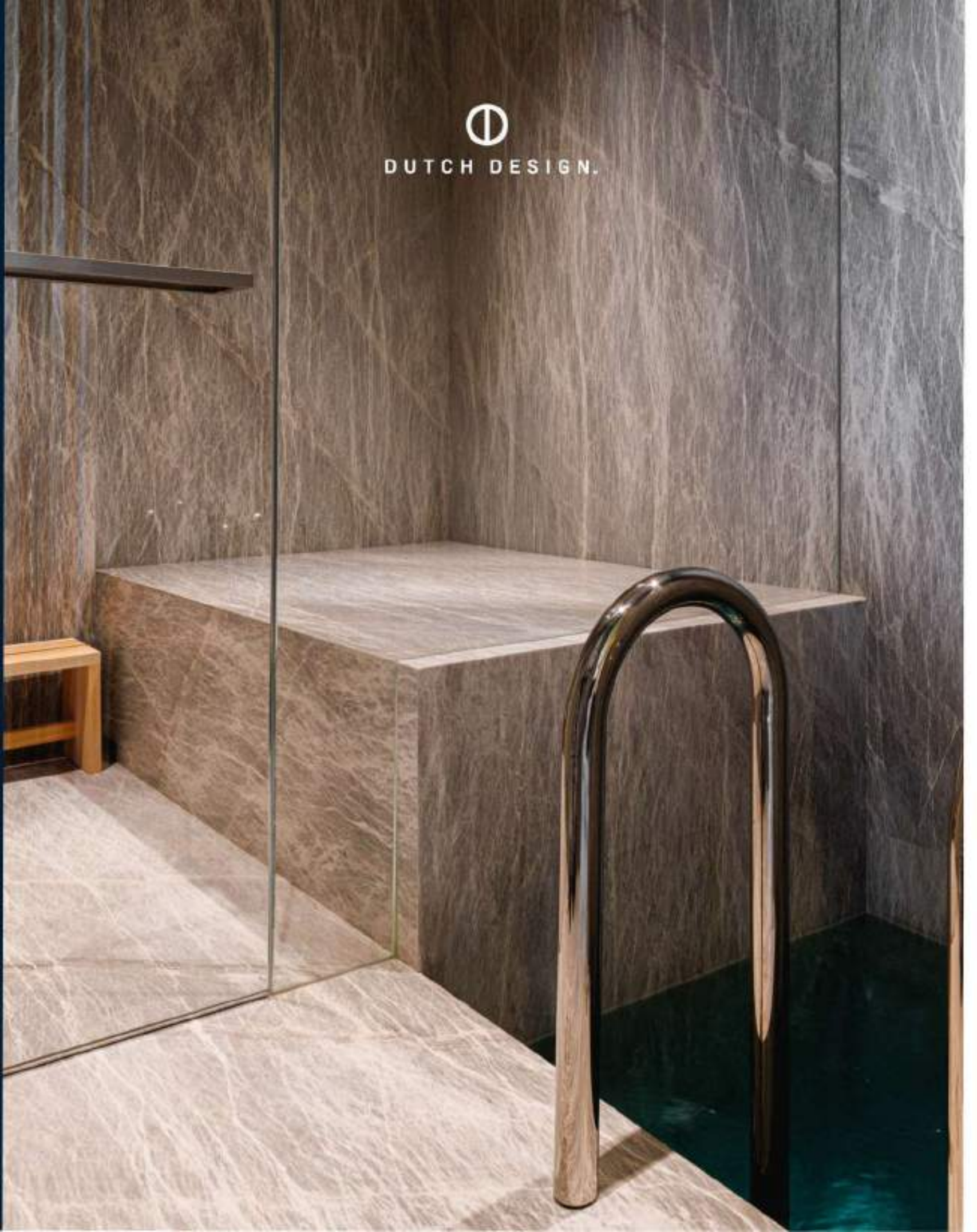
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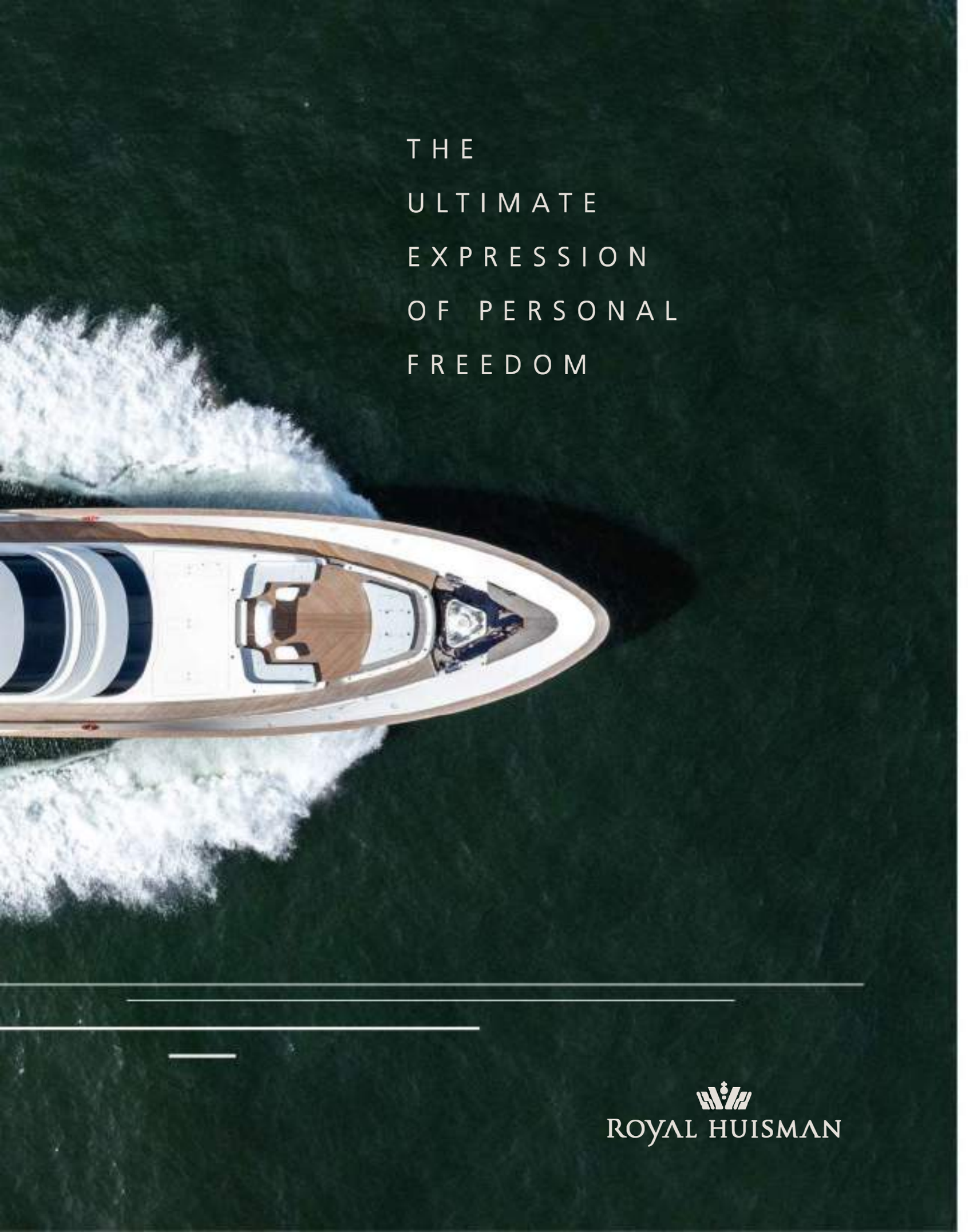
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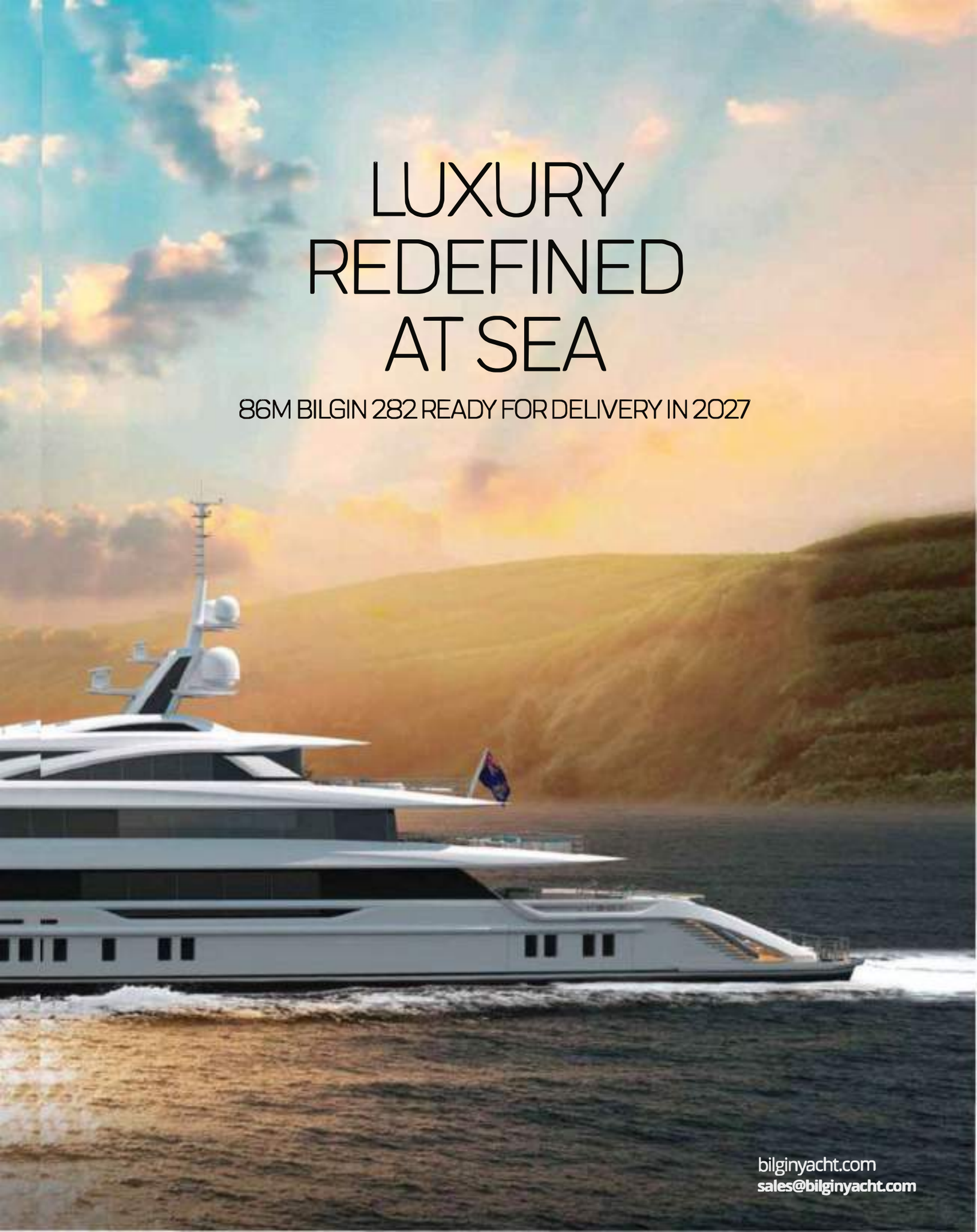
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ON THE COVER: Royal Huisman's 52-metre *Special One*, photographed by Guillaume Plisson

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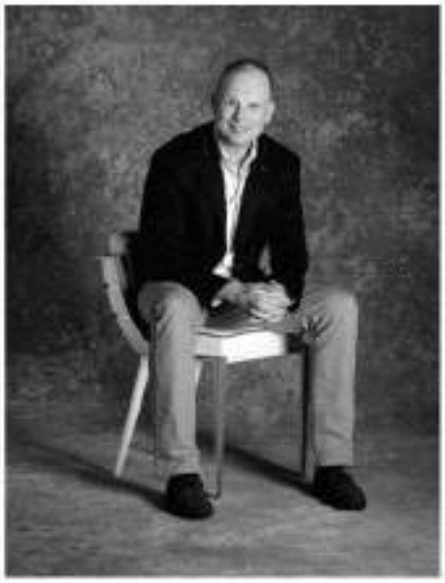


Call me a Cassandra, but I was expecting our Global Order Book numbers to be worse than they are. The only other period of such boom I can equate the recent years to are those leading up to the Global Financial Crisis of 2007/8, when superyacht orders skyrocketed before plummeting spectacularly back to earth. Only this time, we're gliding rather than plummeting. When you consider the headwinds – conflict in Europe and the Levant, inflation, Houthis choking the southern Red Sea, Russia's exit from the market, consequential elections all over, to name a few – it only adds to my amazement that the superyacht industry is holding up as well as it is. The feverish anticipation by many in this industry of a "Trump bump" (no tariffs, please) and further gains in equity markets and cryptocurrencies might even see orders on the rise again next year. The one weakness I can point to is the growth in the number of speculative projects in build, which has risen 10 per cent this year. A third of all superyachts in build around the world at this moment lack owners. Levels like this aren't unusual – spec projects accounted for almost half the Global Order Book in 2018 – but it is a sign that the hunger for new builds has weakened in the last 12 months. Any hull laid without an owner is a risk but it's one that yards are increasingly prepared to take – especially those in Turkey. What a decade it's been for that country, storming up the chart of top builder nations. But while Europe builds them, the US is buying them. That old saying, "When America sneezes, the world catches a cold," is truer in superyachting than almost any other market. America is the market. Hankies at the ready – we cannot let the US utter so much as a snuffle.

Stewart Campbell.

PHOTOGRAPHY: TIM BARBER. CARBON DINING CHAIR BY GOSLING MARINE, TOOLING.COM

Rebecca Baldridge

Rebecca has spent more than 20 years in finance, but also writes about investing, luxury travel, polo and other upmarket topics. For this issue, she educates us on the what, where and when of polo (*page 78*).

How did you get into polo?

I began playing at the Moscow Polo Club in Russia 15 years ago when I worked in emerging markets banking. Despite living in Russia, I learned to play with Argentine professionals

Do you have a favourite team?

I have favourite players, since professional players may not always play for the same team every season. Naturally, I love Adolfo Cambiaso, generally considered the greatest player in the history of the game, as well as Facundo Pieres and Hilario Ulloa

If you hadn't gone into finance what else might you have done?

Journalism is my "hobby job" as I work mainly in finance. But if I had understood myself better when I left university, I would probably have become a full-time journalist – possibly a war correspondent

The most unusual thing on your bucket list?

I'd love to tackle the Himalaya Rickshaw Run (*theadventurists.com*) and travel through some of the world's toughest terrain in a three-wheeled rickshaw

Dea Jusufi

Dea joined *BOAT International* as an intern in the summer of 2023 and has since risen to the position of news editor. She is responsible for our On Board news section, where she writes about the latest superyacht launches, concepts books and events (*page 37*).

What has surprised you most about the superyacht industry?

Everyone knows everyone! Which is intimidating when you're first starting out, but ultimately it makes the job a lot more fun

Your favourite superyacht?

I like superyachts that are interesting to look at from a bird's-eye view, so I'm torn between *Kaos*, *Ahpo* and *Ulysses* (especially when the helipad is down)

Where is your favourite place to escape to?

Slightly morbid, but I live near Brompton Cemetery in London. It's Grade I listed and has plenty of elaborate memorials and wildlife to spot – though it's a bit overrun by squirrels. I like to walk around it while listening to podcasts

The last book you read?

My Brilliant Friend by Elena Ferrante. It is set in Naples during the 1950s and follows the complicated (and visceral) relationship between two girls, Lenù and Lila, as they grow into women

Raphaël Montigneaux

BOAT International research director Raphaël has been tracking superyachts for us since 2008. He reveals this year's results in our Global Order Book (*page 57*)

How many shipyards do you visit while collecting data for the Global Order Book?

This year will be one of the most-checked Global Order Books ever, with 59 shipyards visited. I am doing 90 per cent of the visits, but our editors also help me when they travel the world

The most interesting trends the analysis revealed this year?

There are three main ones: the decrease in construction is smoother than expected; spec projects are booming; and Turkey is strong again

How and when did your love of superyachts begin?

When I was a kid, I spent all my summers on the Côte d'Azur and I saw the big changes along the coast in the 1980s and 90s, especially in Antibes. Few people remember it, but the famous IYCA was once a commercial pier for tankers. Then everything changed

Your favourite superyacht?

I love sailing yachts and I've been a fan of Jon Bannenberg since forever. So maybe his personal yacht, *Beaupré*, the 37-metre sloop built by Brooke Marine in 1989

Valerio Pellegrini

Milan-based communication designer Valerio specialises in data visualisation, graphic design, illustration and editorial design. He collaborates with research laboratories, studios and newspapers, and he has won many international design awards. For this issue, he brings the Global Order Book data to life (*page 57*)

How did you come to specialise in communication design?

I have loved storytelling since I was a child, and have always been passionate about drawing and design. My journey into visual communication came naturally, as I followed this inclination

How do you approach doing the infographics for our Global Order Book?

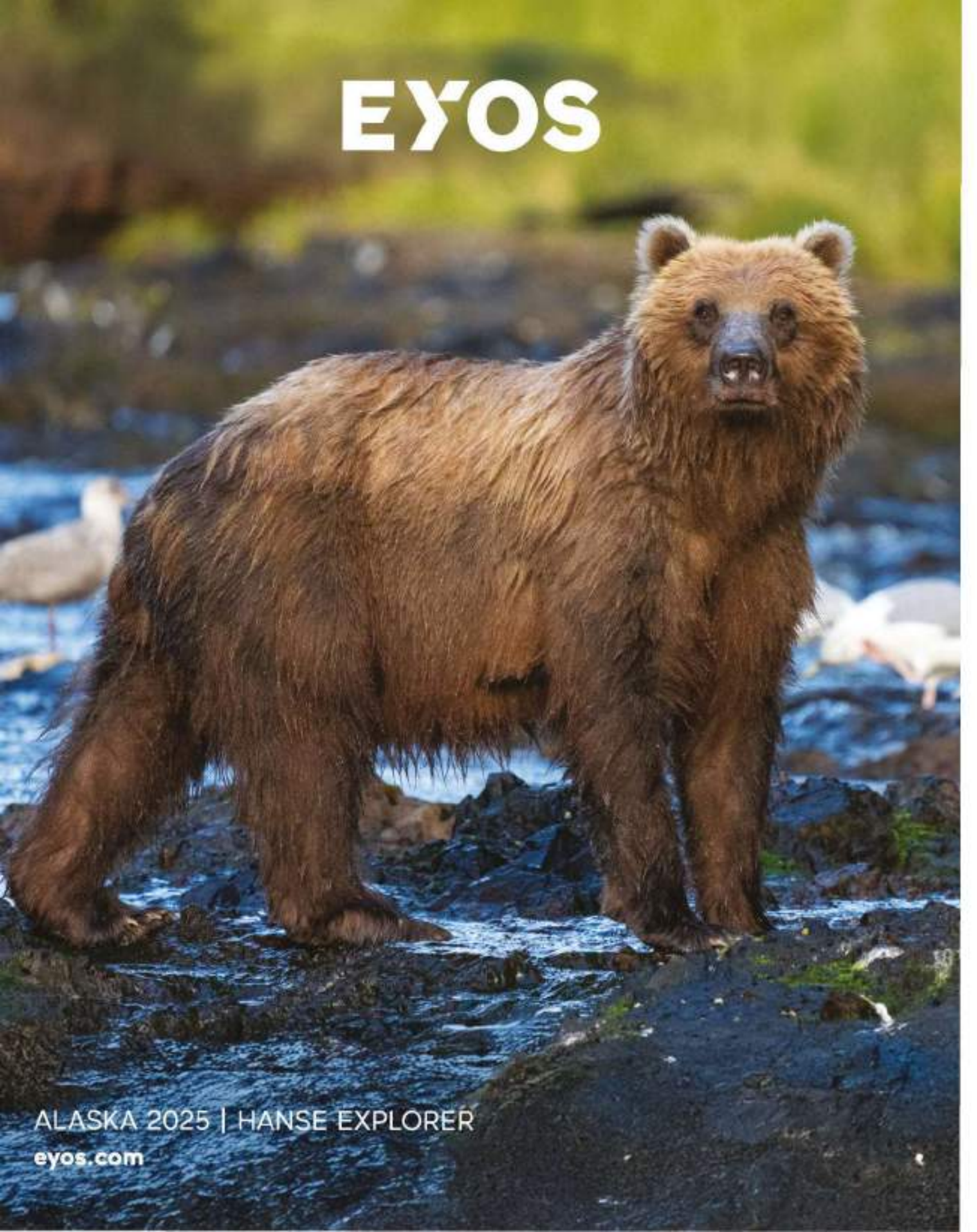
I have had the opportunity to work on many Global Order Books, and in this section I always strive to give surfaces and shapes breathing room, integrating numbers into mechanical structures that convey the technical data of the yachts

Which is your favourite view anywhere in the world?

The incredible deep blue sea of my parents' hometown of Polignano a Mare, in Puglia, Southern Italy

The wisest advice you've ever been given?

"Never be afraid of fear" was my mother's advice to me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On Board

Revealing the latest news, trends and tech

21.12's ample foredeck has sufficient space for a nine-metre tender

Strength in numbers

21.12, the sixth Amels 60 to emerge from the shed, is a true blue cruiser, says *Dea Jusufi*

She's the sixth in her series, but *21.12* is a yacht that stands out in a crowd. This Amels 60 has a brilliant blue hull that distinguishes her from her sistership, while the trapezium-shaped windows, sprawling sundeck and owner's balcony remain firm trademarks of the Dutch model. The 60-metre superyacht was commissioned for "worldwide voyages" and has already fulfilled the brief, travelling from the Netherlands to the UK and onto Antigua within 40 days of delivery. Espen Øino and Winch Design, the team behind hull No 1 *Come Together*, returned to collaborate on this eye-catching entry. *damenyachting.com*

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Edited by Caroline White

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EVENT

2025 World Superyacht Awards

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She's the one

The 75.8-metre Feadship superyacht *One* has touched the water for the first time in Kaag, the Netherlands. New imagery reveals a distinctive, two-tone exterior by Studio De Voogt, while the focus of the main deck is a raised, glass-bottom pool flanked by sunbeds. A bar for refreshments and a drop-down swivel television round out the space, not dissimilar to the set-up on the yard's 87-metre *Lonian*. Delivery is scheduled for early 2025. *feadship.nl*

The brief asked for a masculine design, says the designer from Studio De Voogt

JANUARY

NEWS

The latest superyacht concepts, hot launches, yard insights, books, events and much more. By *Dea Jusufi*

The Italian Sea Group has announced a new addition to its Admiral fleet. The ADM 75M will have diesel-electric propulsion and an "innovative" engine room layout, which will allow the nearby spaces to be optimised for guest comfort. *admiral-yachts.com*

Santosha's low profile came in handy when she had to clear a bridge

High-speed Santosha

The 56.7-metre Heesen superyacht *Santosha*, previously known as Project Akira, has been delivered to her owner. She is the first in a new class of high-speed aluminium builds by the Dutch shipyard, with a predatory exterior that designer Frank Laupman compared to "a leaping animal". *heesenyachts.com*

Kismet is one of the most expensive yachts for charter

A Lürssen in London

The 122-metre Lürssen *Kismet* (our October cover boat) has visited London for the first time following her global debut. The third *Kismet* that the German yard and Raymond Langton have been involved in is the most magnificent to date, with a self-playing piano, an underwater lounge and more. She commands €3,000,000 a week to charter with Cecil Wright.

>>

EVENT

BOAT
SUPERYACHT DESIGN FESTIVAL

The next edition of the Superyacht Design Festival returns to the alpine town of Kitzbühel, Austria, from 2 to 4 February 2025. The event will see some of the biggest names in design come together for exciting talks, plus a packed social programme. For ticket information and more, visit *boatfest.com/luxuryevents*

Zuretti Design's concept features natural materials and organic shapes. Below: Luca Dini's bi-level beach club

Simply chic

Dutch yard Oceanco has added a new portfolio of interiors to its Simply Custom range, including entries from Luca Dini, François Zuretti and Studio Liaigre. Designs range from recessed conversation pits to an in-built aquarium and a two-level beach club modelled after the Côte d' Azur. *oceancoyacht.com*

In true explorer fashion, Tremenda has a 4,000nm range

Tremenda takes off

The 45-metre explorer yacht *Tremenda* has been launched from Cantiere delle Marche's site in Ancona, Italy. In this custom creation, the owners have the entire forward section of the main deck to themselves, which encompasses a full-beam apartment, dressing room and adjoining lounge area. *cantieredellemarche.it*

Spotlight: New to the Market

Listings by NICK JEFFERY

G3

€14,750,000

Omega Architects designed this 44-metre, built in 2008 by Heesen and refitted and repainted in 2022. **Burgess** points out that her formal dining area was moved to open onto the aft deck.

ONE

€172,500,000

The 76-metre Feadship by Studio De Voogt is due for delivery in early 2025 and listed with **Edmiston** and **Feadship Resale**. Her interiors by Gilles & Boissier feature two master suites.

AXIS

$17,500,000

The 2016 55-metre Damen support vessel sports a helicopter hangar and submarine garage (Triton sub not included). She is for sale with **Edmisten** at half the cost of a new build.

HEMISPHERE

€46,000,000

Michael Leach Design created the interior of this 44-metre Pendennis cat, designed by VPLP. **Burgess** enthuses about her deck space and views from her flybridge spa pool.

CARPE DIEM

$32,500,000

The 2011 58-metre Trinity is newly on the market with **Fraser** after an extensive refit in 2024. A striking art deco interior features contrasting dark woods and light soft-furnishings.

BOOK

East Coast energy

Two hotels, a railroad and an open, sunny coastline formed the modest beginnings of Palm Beach, Florida. A century later and the town is a magnet for the upper echelon, welcoming VIPs that range from Hollywood stars to British royalty. Longtime resident Aerin Lauder explores Palm Beach's beloved restaurants, storefronts and other hip happenings in this coffee table book. Palm Beach, £85, *assouline.com*

An unfamiliar Feadship

The 101.2-metre Project 1014 is undergoing outfitting at Feadship's facility in Makkum. This marks the first sighting of the superyacht since construction began in 2023, with imagery revealing curved exterior lines and hull cut-outs that invite comparison to earlier Feadships such as *Faith*, *Vivo* and *Tango*. *feadship.nl*

Project 1014 is currently the largest Feadship in build

EVENT

14 to 15 May 2025

Barcelona Golf Invitational

The second edition of this sporting event, presented by BOAT and Voly Group, will take place from 14 to 15 May 2025. The friendly tournament at one of Spain's premier golf resorts will bring together yacht owners, captains and the wider industry. Find out more about how to attend at *boatint.com/luxuryevents*

The AB 95 can exceed 50 knots

€1.7bn
Sanlorenzo's current order book

Double trouble

Italian yard AB Yachts has added a new model to its portfolio, known as the AB 95. The 28.5-metre comes in two versions: the first prioritising onboard liveability and the second created for adrenaline-seeking owners, complete with a "cutting-edge" propulsion system and an exterior inspired by racing cars. *abyachts.com*

Spotlight: Seriously for Sale

AMARYLLIS
€84,000,000
Burgess, **Marie Wood** and **Moravia** have knocked €5,000,000 off the 2011/2023 78-metre Abeking & Rasmussen. She was designed throughout by Reymond Langton.

MOATIZE
$14,900,000
One of the few Ed Dubois motor yachts, this 48-metre Pendennis was delivered in 1988 and her RWD interiors were upgraded in 2020. She has had a $1,600,000 drop with **Edmiston**.

MUCHOS MAS
$19,499,000
Fraser and **Burgess** have lopped $5,000,000 off the price of this 2016 44-metre Crescent, designed by Jonathan Quinn Barnett. The owner's suite boasts a two-person Vichy shower.

SEAFLOWER
€21,500,000
The 2024 World Superyacht Award winner, 38-metre Mulder ThirtySix, designed by Claydon Reeves with Vickers Studio interior, has had a €1,000,000 price drop with **Burgess**.

UNBRIDLED
$22,950,000
Northrop & Johnson announced two price reductions of $1,000,000 in the show season. Built by Trinity Yachts, the 58-metre recently completed her 15-year survey.

>>

PHOTOGRAPHY: CANTIERE DELLE MARCHE; MEI DESTERHOFF; COURTESY OF AB YACHTS; FEADSHIP

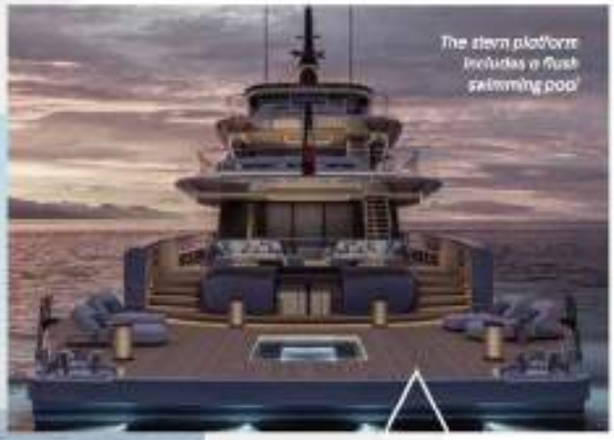
The future fleet

A surge in sales will see several new models and custom projects added to the global fleet

Rising star

Italian yard Falcon Yachts has announced a new 45-metre project named *Stella Azure*. The yacht has been commissioned by experienced owners and is in build at the yard's facilities in Pisa. Highlights include an upper deck dedicated to the owner, and the spa with gym and hot tub. *Stella Azure* is scheduled to debut at the 2025 Monaco Yacht Show. *falconyachts.com*

Hot Lab designed both the exterior and interiors of Stella Azure



The stern platform includes a flush swimming pool

New build Baglietto

Baglietto has signed the contract for a 56-metre project. The Italian yard has called the custom build a "new challenge", with the owner having clear ideas about both design and technical performance. Enrico Gobbi – Team for Design will be responsible for the exterior and interiors. *baglietto.com*

World tour pending

Alis Yachts has begun construction on a 43-metre explorer yacht designed in collaboration with Dutch designer Vripack. Delivery is scheduled for 2026, after which the commissioning family intends to travel the world, spending up to two months on board at a time. This contract marks the sixth custom build in Alis Yachts' shed. *alisyachts.com*

Benetti goes B.Yond again

Italian builder Benetti has announced the sale of the largest hybrid unit in its B.Yond range: the B.Yond 57M. At the heart of this model is the spacious beach club, which is connected to a garage deck that becomes an indoor-outdoor lounge when the toys are in the water. The contract for the first unit was signed "just weeks" after the model's debut at the 2024 Monaco show. *benettiyachts.com*

UHV stands for ultra-high volume in Lazzara's flagship series

The largest Lazzara

US-headquartered Lazzara Yachts has sold the first hull in its flagship series, the UHV150. Measuring 45.7 metres, the yacht is centred around outdoor living with several al fresco dining options, a flybridge spa pool and a spacious gym and massage room spread across her three decks. H2 Yacht Design is behind the interiors and has cited art deco and neoclassical styles as the inspiration for this unit. *lazzarayachts.com*

The B.Yond 57M offers three stern configurations: the first owner chose "beach"

PERSHING

140

On the Wings of Freedom

Ferretti S.p.A.
Via J. J. Pershing, 1/3
61037 Mondolfo (PU), Italy
Tel. +39 0721 956211

pershing-yacht.com

5X 6X 7X 8X 9X 140

Forty sailors applied to be part of the non-stop, unassisted 24,300nm race, which both tests sailors' limits and furthers oceanographic research

Go the distance

The 10th edition of the Vendée Globe, often referred to as the "Everest of the Seas", has seen a record number of sailors apply

The skippers set off from the Les Sables-d'Olonne in France in November 2024 to race solo across some of the world's most remote seas. The race, which takes place every four years, will see the fleet travel south through the Atlantic, circle Antarctica and then head north across the Atlantic, around the Azores and back to France. As well as pushing sailors to their limits, the Vendée Globe is known for its commitment to advancing oceanographic research. More than half the fleet is collaborating on a scientific project that will help enrich science databases in the little-frequented areas of the Southern Ocean. It is being done through the new Vendée Globe endowment fund, of which HSH Prince Albert II of Monaco is honorary president.

Among the skippers racing is Boris Herrmann of *Malizia – Seaexplorer*, which represents the Yacht Club de Monaco (YCM), at the instigation of Pierre Casiraghi, the club's vice-president. Herrmann, who finished fifth in the previous edition of the race, will undertake the challenge on board one of the technically impressive IMOCA vessels. HSH Prince Albert II of Monaco has been closely involved with Herrmann's efforts. "This scientific and environmental aspect is important to protect the oceans," the prince says. "Boris and the other sailors are ambassadors and players in this formidable effort."

Herrmann's participation is a culmination of more than two years of research and innovation. He noted that one of the biggest challenges is the mental endurance required. "Eighty days to go round the world is a big deal," he said. "You have to divide it into smaller stages so as not to get overwhelmed. I've really prepared well for this. I'm in tune with the boat, and ready mentally and technically." *yacht-club-monaco.mc*

"Eighty days to go round the world is a big deal. You have to divide it into smaller stages"

Sponsored by the Yacht Club de Monaco, Malizia–Seaexplorer will be helmed by Boris Herrmann (above)

Amels 60

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AVAILABLE SPRING 2025

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A Damen Yachting Brand

Analysis showed that Cantiere delle Marche, Damen Yachting, Nordhavn and Sanlorenzo are responsible for most of the explorers on the water

Explorers reach the summit

At the 2024 Explorer Yachts Summit in Monaco, BOATPro data shone a spotlight on the record number of explorer yachts in build or on order

New data was revealed in November at *BOAT International*'s Explorer Yachts Summit, held at the Yacht Club de Monaco, offering a tantalising preview of our 2025 Global Order Book (*see page 57*).

The number of explorer yachts in build or on order is 105, which is up on the previous figure of 99. Market analysis showed that Italian builder Cantiere delle Marche was responsible for most of the explorers currently on the water, both by combined length and number of units delivered, with Damen Yachting, Nordhavn and Sanlorenzo also among the top players.

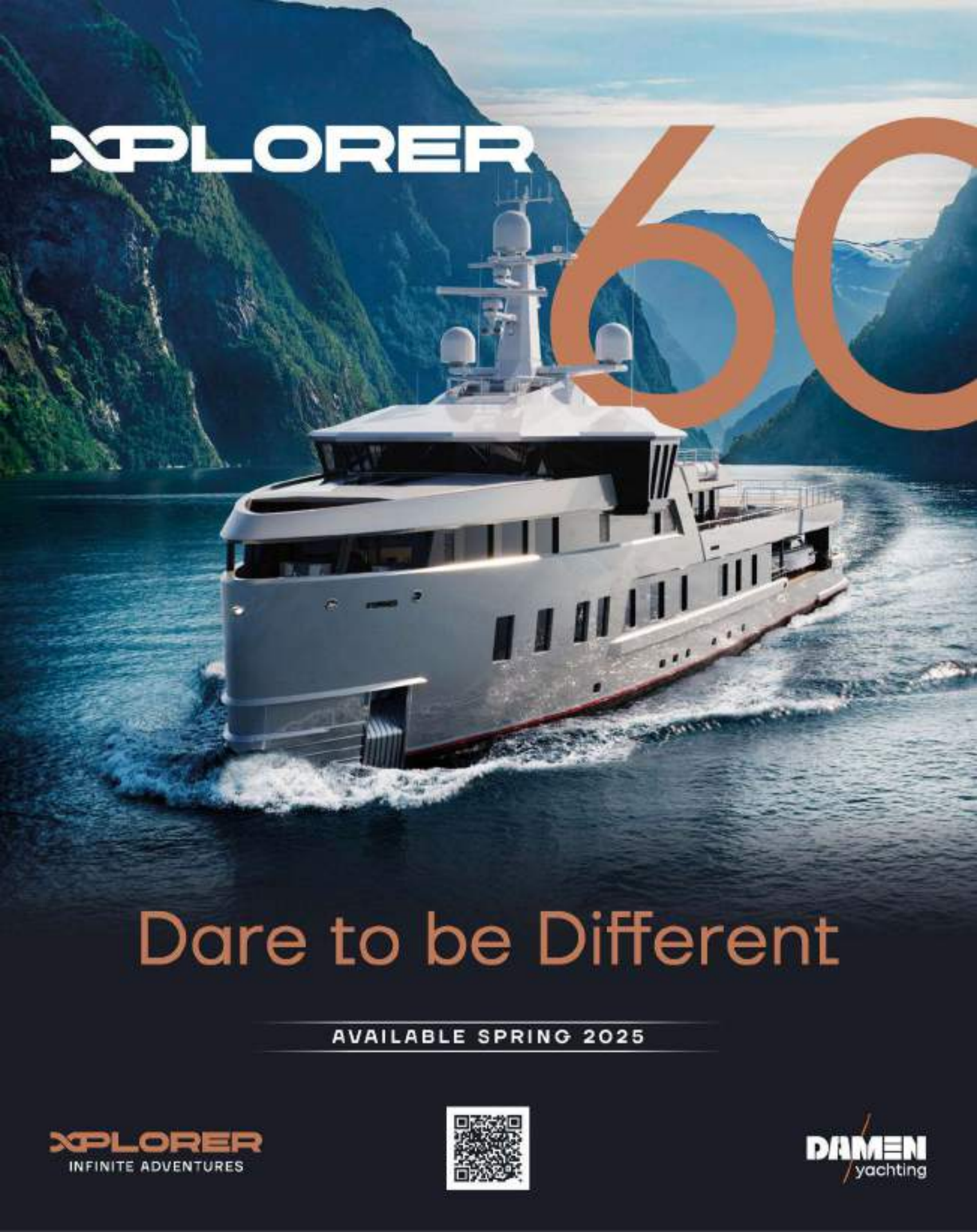
Alongside a deep dive into the sector, the one-day conference also included presentations, panels, a quiz and networking opportunities. The keynote speech was delivered by explorer Monty Halls, who spoke about his epic journeys around the world and his experiences as a television personality and advisor to Nelson Mandela.

Attendees also received new insights into the world's largest explorer, 194.9-metre REV Ocean. The CEO of the company funding the build, Nina Jensen, shared an updated timeline of the yacht's construction in Norway and provided insights into the yacht's auditorium, laboratories and state-of-the-art research equipment.

Other speakers took to the stage to share the details on the latest missions by Yachts for Science, while the owner of 54.9-metre Feadship *Shiakal* gave the audience first-hand advice about cruising the Northwest Passage. In a fireside chat, the owner of 45.6-metre *Scintilla Maris* revealed the untold story of the boat's conversion, reminding attendees that conversions, while increasingly popular, are not necessarily quicker or more cost-effective than new builds.

Held in collaboration with *exploreryachts.com* and in association with Damen Yachting, the event's premium partners were Cantiere delle Marche, EYOS and ICON Yachts. Guests could interact with scale models by ICON and Damen and experience the Damen immersive VR tour, enabling them to step on board the Xplorer 80 and see the yacht's highlights. The winners of the end-of-day quiz were awarded gifts provided by Damen Yachting.

Below: REV Ocean CEO Nina Jensen took the audience behind the scenes of expedition yachting's most anticipated new launch


XPLORER
60
Dare to be Different
AVAILABLE SPRING 2025
XPLORER
INFINITE ADVENTURES
DAMEN
yachting

Performance Class winner V picks up speed

Who reigned in Spain?

The 2024 Barcelona Superyacht Regatta took place over three days in October. *Lucy Dunn* reports on a packed programme of racing and fun

RACE DAY ONE

The Barcelona Superyacht Regatta, organised by Real Club Náutico Barcelona and BWA Yachting and with *BOAT International* as superyacht media partner, got off to an exciting start on 4 October. As the Race Committee sounded the start of the race, the Cruising Class led the way. *Fidelis* was the first off the line in a staggered starting sequence, followed in two-minute intervals by *Halekai* and *Esense*. The quicker Performance Class boats, *Nefertiti*, *Jasi* and *V*, followed closely behind.

At the first mark, *V* caught the wind and accelerated ahead of *Fidelis* and *Nefertiti*. And, true to form, seasoned racer *V* won the Performance Class tussle, completing the course in one hour 39 minutes, with *Nefertiti* finishing in two hours 18 minutes and *Jasi* in just over two hours. "The race for us was won on the second leg when we chose the correct sail, and we legged out to a nice little lead," Ken Reed, *V*'s tactician, told *BOAT*. "We're more a racing superyacht than a cruising superyacht, and you saw that refinement today."

In the Cruising Class, regatta newbie *Halekai* came top, completing the course in one hour 18 minutes, with *Esense* finishing two minutes later and *Fidelis* in two hours seven minutes. *Halekai*'s navigator, Jonny Malbon, said the weather was on their side: "It was better than we expected. We were dreading the switch from the offshore breeze to the onshore breeze, but we got quite lucky with a nice southwesterly sea breeze."

Halekai *and* Esense *go head to head in the Cruising Class. Right: the crew of* Jasi

Photography: Oscar Torveo

Halekai's Hawaiian-themed crew at the prize-giving. Below: V crew pick up their Performance Class cup

RACE DAY TWO

Fidelis was first off the blocks in a staggered sequence for the Cruising Class, followed by *Esense*, which took up the breeze and overtook *Fidelis*, with *Halekai* following behind. In the Performance Class, *Jasi* led the day's group, followed by *Nefertiti* and *V*.

At the first mark, the boats scattered and *Halekai* unfurled her spinnaker. *Jasi* was first to reach the second mark, with *V* coming up close behind, overtaking *Halekai*. After that, the Performance Class boats set off on a 20.28-nautical-mile sprint round Prema while the Cruising Class took a shortened 12.44-nautical-mile route to El Balis.

After a slow start, the wind came into play. "It was an interesting sailing day," said *Jasi*'s tactician Mark Sadler. "We weren't expecting a strong breeze, and to have 12 to 14 knots in two different directions in the same race made it interesting. But we made good sailing out of it, the boat was going well and we really enjoyed being out there."

The Performance Class race was won by *V*, coming top for the second day running, in one hour 39 minutes, followed by *Jasi* in two hours and *Nefertiti* in two hours 17 minutes. The Cruising Class saw *Halekai* clock the race in two hours 28 minutes, followed by *Esense* and *Fidelis*.

RACE DAY THREE AND PRIZE-GIVING

The weather forecast for Sunday was for 14 to 16 knots, but, disappointingly, the wind didn't play ball, and the race was cancelled after the 2pm cutoff time.

The crews took it on the chin. "It happens; you can't do anything about it," mused *V*'s captain, Jack Boutell. "But the owner loved it, there were great sailing conditions with a bit of everything, and it was great to sail against different boats."

The winners of the Barcelona Superyacht Regatta 2024 Performance Class were: *V* followed by *Jasi* and *Nefertiti*. In the Cruising Class, *Halekai* scooped the big prize, followed by *Esense* and *Fidelis*.

This was *Halekai*'s first regatta. "We learnt a few things and were happy with how the boat went," said *Halekai*'s Captain, James Saddington. "Things were quite varied out there so we could get to see how she sailed in all conditions."

Superyacht racing is about coming together and putting beautiful boats through their paces. It is not just about winning, as *Fidelis* Captain Jono Johnston observed, "When you are racing a 56-metre Perini Navi you have to take it as fun!"

And the fun continued during prize-giving. Against the backdrop of the Puig Women's America's Cup taking place live on the big screens at the Race Village, *Esense*'s crew danced a conga to the stage and *V* sent two of the younger crew to accept their cup. *Halekai*'s crew drew a big cheer as they took to the stage dressed in Hawaiian shirts, and, in a nod to the Hawaiian-themed boat, held their cup aloft and shouted "Aloha!"

Real Club Náutico Barcelona. Right: high-fives on Halekai

GALA DINNER

The Gala Dinner saw more than 300 distinguished guests gather at the Real Club Náutico Barcelona (RCNB) to celebrate the Superyacht Regatta and upcoming J Class World Championships. The event, organised by Real Club Náutico Barcelona and BWA Yachting, and hosted by America's Cup presenter Tucker Thompson, saw speeches by Real Club Náutico de Barcelona president Jordi Puig Alsina and BWA Yaching's managing partner Antonella Della Pietra.

The evening featured Auckland's Tāmaki tribe, who performed the haka and other traditional dances. After dinner, a charity auction of Kos Evan's photo art series, *Carbon Canvas*, took place, proceeds going to the RCNB Foundation and Ocean Family Foundation. These one-off pieces are crafted from sections of sails from yachts including *Britannia*, *Endeavour*, *Velsheda* and *Courageous*, as well as INEOS Britannia, Alinghi Red Bull Racing and Emirates Team New Zealand.

Left: Real Club Náutico de Barcelona president Jordi Puig Alsina and BWA Yachting's managing partner Antonella Della Pietra

> "You can't be thinking that winning is totally down to tactics; it's a team effort"
>
> *HALEKAI* CAPTAIN JAMES SADDINGTON

SKIPPERS' MEETING

The 2024 skippers meeting was held over sunset drinks in the Real Club Náutico de Barcelona. Murray Lord, driver for *Fidelis*, said this was the boat's first race for a few years. Asked what the crew's tactics were, he said: "Don't break anything. Don't get a DNF. Have fun!" Their secret weapon? "The crew... and the fact that we're the only 56-metre in the regatta; we're the biggest boat, so we have to win!"

Like Lord, *Halekai*'s captain James Saddington was also hoping not to break anything. "You can't be thinking that winning the races is totally down to tactics; it's a team effort," he said. "You can make small gains by making good decisions, but you can make huge losses by breaking something."

Jasi, meanwhile, is an experienced competitor on the regatta scene, with 12 races over the last three years. "We like to cherry-pick events, so the owner can have new experiences rather than repeating the same events," explained Captain Toby Clarke. "Obviously this was top of the list this year. We're based in Palma and, of course, the America's Cup is a big draw for the sailing community. We're really excited to be here. And of course, we're here to win."

Jack Bouttell, captain of *V*, had already got his sea legs, having taken part in the Barcelona Maxi Yacht Regatta the previous week, although he recognised this didn't mean he had an advantage. "This is a superyacht regatta, so different rules, different strategies," he said. "We're just trying to get round the course as quickly as we can."

The yachts

JASI

Jasi was built in Finland by Nautor Swan and delivered in 2018. The 35.1-metre yacht was designed by Germán Frers, who also completed her naval architecture. The interior is by deVosdeVries Design. She competed for the first time in 2023's Ibiza JoySail, in a duel against *Moat*, which won overall after coming first in all three races.

V

WallyCento yacht *V* (formerly *Tango*) was built by Persico Marine and delivered in 2017. She was designed by Mills Design, who also completed the naval architecture, and her interior was designed by Pininfarina. The 30.5-metre has proved to be a competitor to watch, winning the 2023 Giorgio Armani Superyacht Regatta combined Performance and Cruising Class in Porto Cervo, her first outing under a new owner.

FIDELIS

This 56-metre all-aluminium ketch is the tenth and final unit in Perini Navi's 56M series. She can accommodate up to 12 guests in six cabins, with nine crew members. She was designed by Ron Holland Design, with naval architecture by Perini Navi, who also drew up the interior.

HALEKAI

Sporting a 39.4-metre LOA, *Halekai* was built in the UK by Pendennis and delivered in 2020. One of two Truly Classic 128 models, she was designed by Hoek Design Naval Architects, who also completed the naval architecture and designed the interior. *Halekai* underwent a sail service in Palma, Mallorca in preparation for this race.

NEFERTITI

The 27.7-metre Nautor Swan *Nefertiti* was designed by German Frers, who also completed the naval architecture, with interiors by Nautor Swan. She has proved to be an active competitor on the Mediterranean and Caribbean regatta scenes, taking first in the 2013 Swan Caribbean Challenge Trophy at the RORC Caribbean 600, and fifth in the IRC overall on corrected time.

ESENSE

This 43.7-metre is another noteworthy racer from Wally, and is the only 143 model. She was designed by Luca Bassani Design and Wally, with naval architecture by Bill Tripp and interiors by Odile Decq. When she was delivered in 2006, she raised the bar of hi-tech pre-preg carbon-fibre construction with a displacement of just 140 tonnes, and at launch was the lightest sailing superyacht ever built.

So close

They got further in the 37th America's Cup than any British team in 60 years, but sadly INEOS Britannia were to fall at the final hurdle. *Sir Ben Ainslie* reflects on the thrills and spills

It feels strangely cathartic to sit down and write this piece three weeks after the close of racing in Barcelona. As always with such intense scenarios, you're living completely in the moment – closed off, in many ways, from the rest of the world, and it's only when you stop and have time to reflect that you can truly make sense of it all.

That we lost the America's Cup final will forever hurt, I can't pretend otherwise. It's 60 years since Great Britain last had a team racing in the America's Cup final and that was back in the days when the New York Yacht Club accepted a Nations challenge – you turned up without needing to go through the process of an international challenger series to earn the right.

I am immensely proud of our team – the perseverance, determination and courage shown by all involved was truly a privilege to witness. As was well documented at the time, we were slow out of the blocks. The way the team rolled up their sleeves and knuckled down to the job at hand was awesome. We had already had our fair share of issues in the three-year build-up to the Cup but these setbacks had made us stronger as an organisation and better-equipped to handle whatever came our way. I must express my huge gratitude for the support from INEOS, all of our suppliers, the Royal Yacht Squadron and of course our wonderful fans whose support really did make a difference.

The Louis Vuitton Cup (Challenger Selection Series) provided some of the most thrilling racing. After a double round robin, one team was eliminated and it was sad to see Team France head for the exit. The French did a great job on a limited budget with a really talented young sailing squad lead by Quentin Delapierre. At INEOS Britannia we had quite the turnaround from the slow start to a sudden death sail-off with Luna Rossa for the coveted spot of top challenger. It was a huge moment for our team to win this decisive match and with it have the right to pick our opponent in the semi-finals. We duly picked Alinghi Red Bull Racing, leaving Luna Rossa and American Magic to fight it out. Alinghi were great competitors and while the 5-2 scoreline looked slightly one-sided, the Swiss were tough competitors. On the other side of the draw American Magic came back really strong after losing the first four races straight but ultimately went down 3-5 to the Italians.

The Louis Vuitton final was, in my slightly biased opinion, one of the great head-to-heads we've seen in the sport. INEOS Britannia and Luna Rossa have history: in Auckland we were well and truly beaten in the challengers final but this final was much closer with the two boats very similar in performance. The end result was some stunning, nail-bitingly close racing, and I think showcased just how great our sport can be in the right boats and the right conditions. Ultimately we came through to win the series 7-4.

The end result was some stunning, nail-bitingly close racing

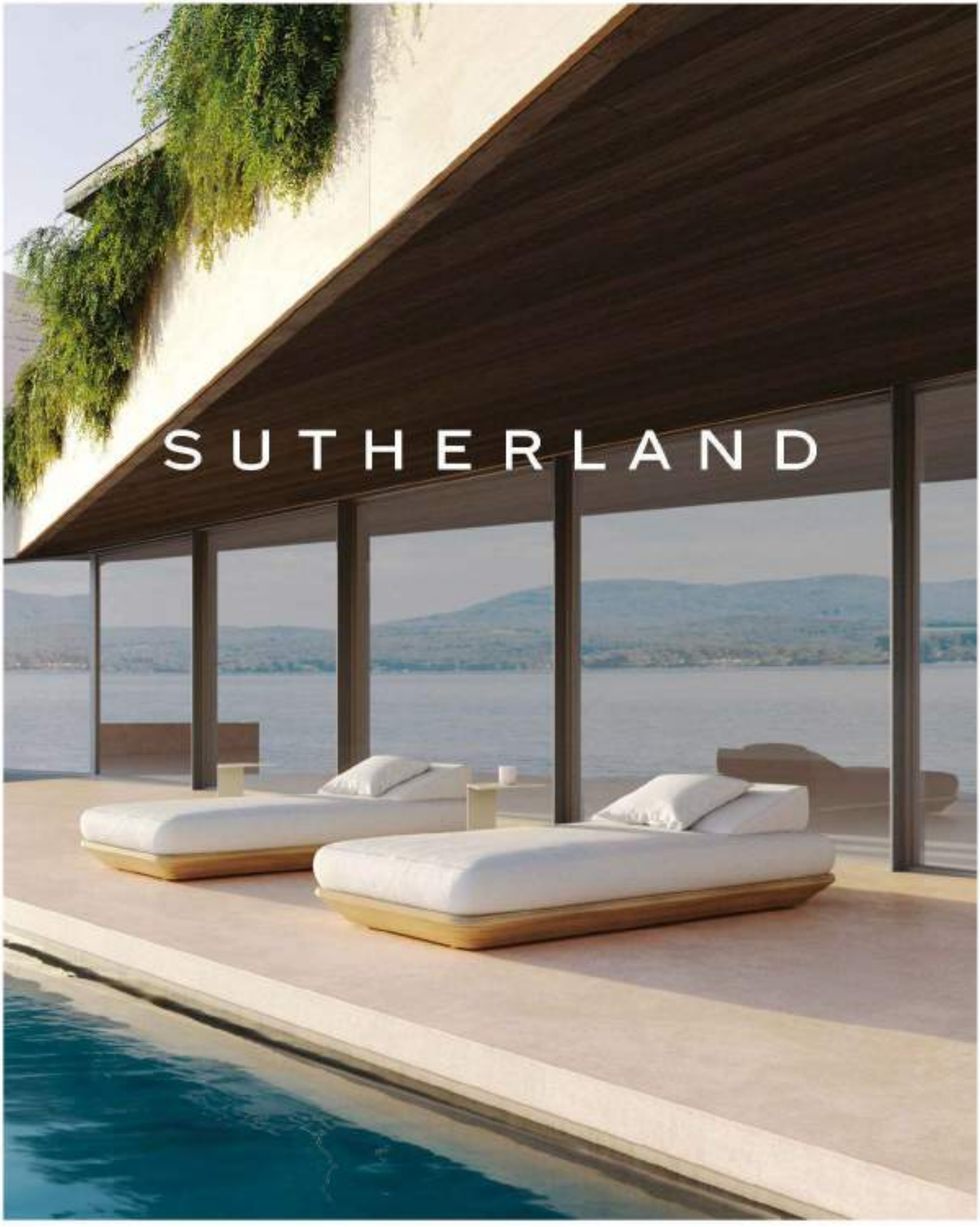
We were relieved to have come through such a tough battle but knew that harder was to come against the Kiwis. It's one of the accepted quirks of the Cup that while the challengers are bashing the hell out of each other, the defender gets to sit back and figure out how to modify or tune their boat for maximum performance. The Kiwis do this better than anyone, with their experience from more than 30 years in the America's Cup game. We lost the first four races straight and something needed to give. We did raise our game, winning the next two races, but sadly it was short lived. In the end the Kiwis were simply better.

So, that was that, but this America's Cup had so much more to offer. With the return of the Youth America's Cup it was great to see the young talent get their opportunity. But what really made the statement, and not a moment too soon, was the inaugural Women's America's Cup. To have a fully crewed one-design AC40 for a female crew was a huge moment for the Cup.

The early indications are a significant rise in the media numbers and profile of the event, which is crucial to the continued development of the Cup. As Challenger of Record, alongside the Royal Yacht Squadron, we are responsible for working with the Kiwis on the terms for the next event. I'm confident that we can find the right balance to create another great sporting spectacle.

But make no mistake, we got into this America's Cup game to win it. Each time we compete we get a step closer to the ultimate prize. Next time we will get the job done.

PHOTOGRAPHY: [illegible] INEOS BRITANNIA; IAN ROMAN/AMERICA'S CUP



The Workshop / APD collection | Fabric by Perennials | sutherlandfurniture.com

Chrisian Payne and Jay Rushton from Parkway

Andrea Policastro from m2atelier

"Thank you for a great event – it's been really successful"

MARCO PAGANESSI

Monia Tacconi and Camilla Branchetti from Oliveri

Creative connections

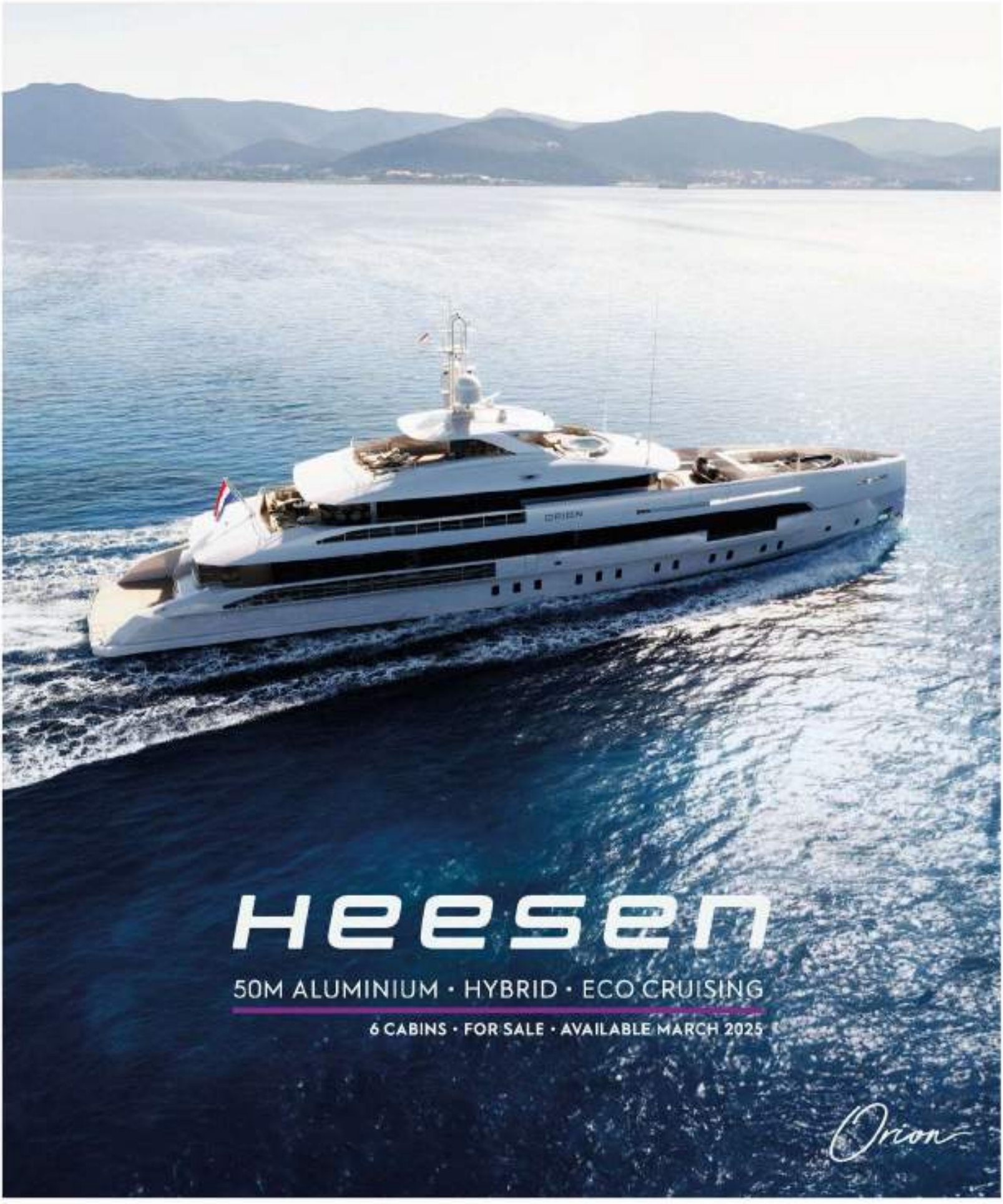
The European edition of our BOAT Connect networking event brought together brands and designers at Italy's Grand Hotel et de Milan

Chiara Bastianelli from DFN

Giulio Denis and Giulia Cordone from Perennials and Sutherland

Gianluca Ruggeri from DFN and Valentina Zannier. Below left: Francesca Guzzini and Federica Petroselli from FM Architettura d'Interni. Below, far left: Marco Paganessi from Foglizzo Leather

With special thanks to Bergomi Interiors, DFN, Foglizzo Leather, Oliveri, Parkway England and Perennials and Sutherland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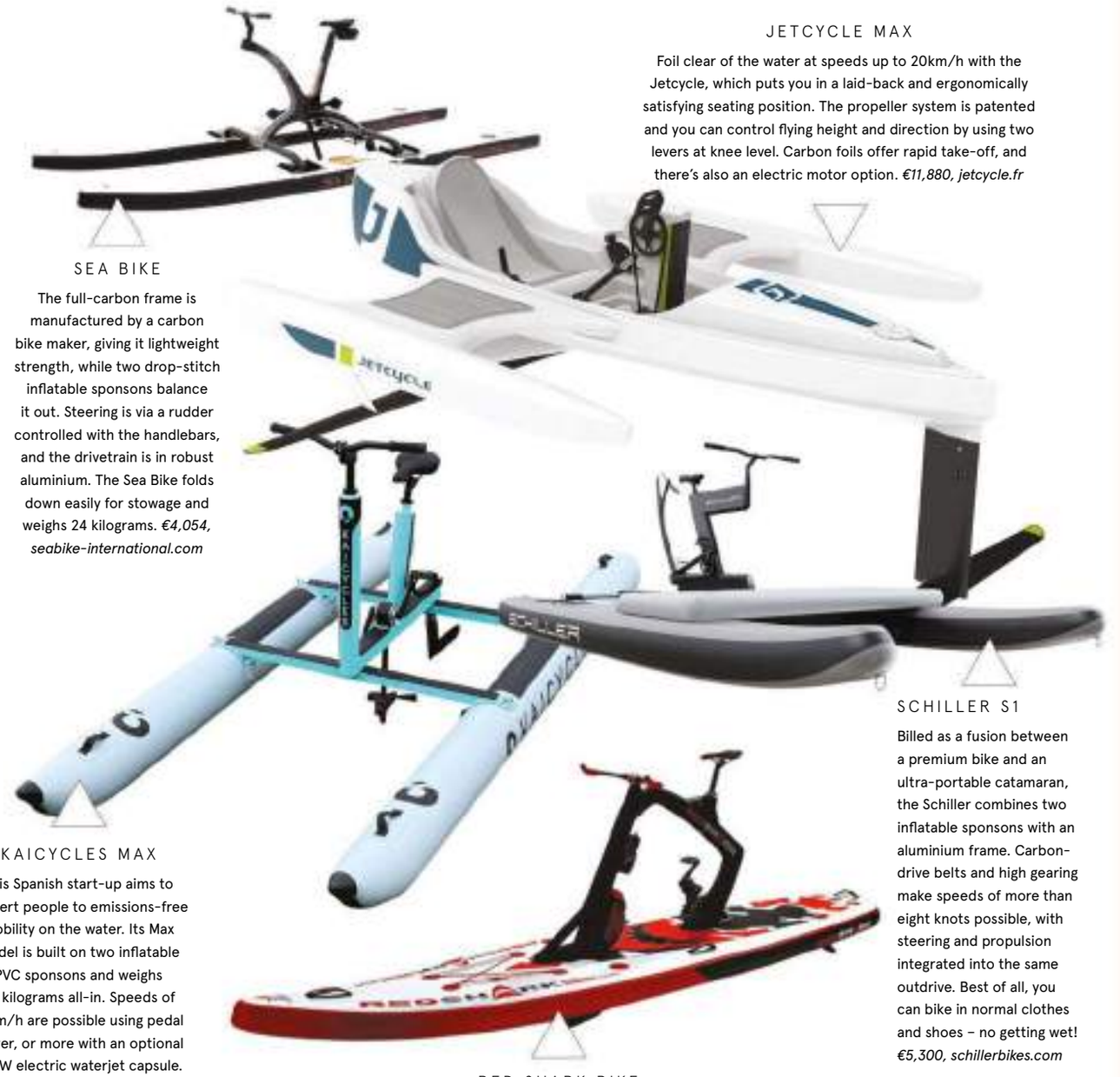

SEA BIKE

The full-carbon frame is manufactured by a carbon bike maker, giving it lightweight strength, while two drop-stitch inflatable sponsons balance it out. Steering is via a rudder controlled with the handlebars, and the drivetrain is in robust aluminium. The Sea Bike folds down easily for stowage and weighs 24 kilograms. *€4,054, seabike-international.com*

JETCYCLE MAX

Foil clear of the water at speeds up to 20km/h with the Jetcycle, which puts you in a laid-back and ergonomically satisfying seating position. The propeller system is patented and you can control flying height and direction by using two levers at knee level. Carbon foils offer rapid take-off, and there's also an electric motor option. *€11,880, jetcycle.fr*

KAICYCLES MAX

This Spanish start-up aims to convert people to emissions-free mobility on the water. Its Max model is built on two inflatable PVC sponsons and weighs 33 kilograms all-in. Speeds of 10km/h are possible using pedal power, or more with an optional 1.3kW electric waterjet capsule. *£3,970, kaicycles.com*

SCHILLER S1

Billed as a fusion between a premium bike and an ultra-portable catamaran, the Schiller combines two inflatable sponsons with an aluminium frame. Carbon-drive belts and high gearing make speeds of more than eight knots possible, with steering and propulsion integrated into the same outdrive. Best of all, you can bike in normal clothes and shoes – no getting wet! *€5,300, schillerbikes.com*

RED SHARK BIKE

Bolt a custom bike frame to a 3.95-metre stand-up paddleboard, and this is the result. The standard frame is in corrosion-proof high-density polyethylene, but you can upgrade to slinky carbon fibre with a real gel bike saddle and drop handlebars. Up to 250W of electric power can also be added. Additional kits convert the bike to kayak and scooter mode, and it can be bolted to another board for tandem mode. *£10,000, redsharkbikes.com*

Words **Sam Fortescue**

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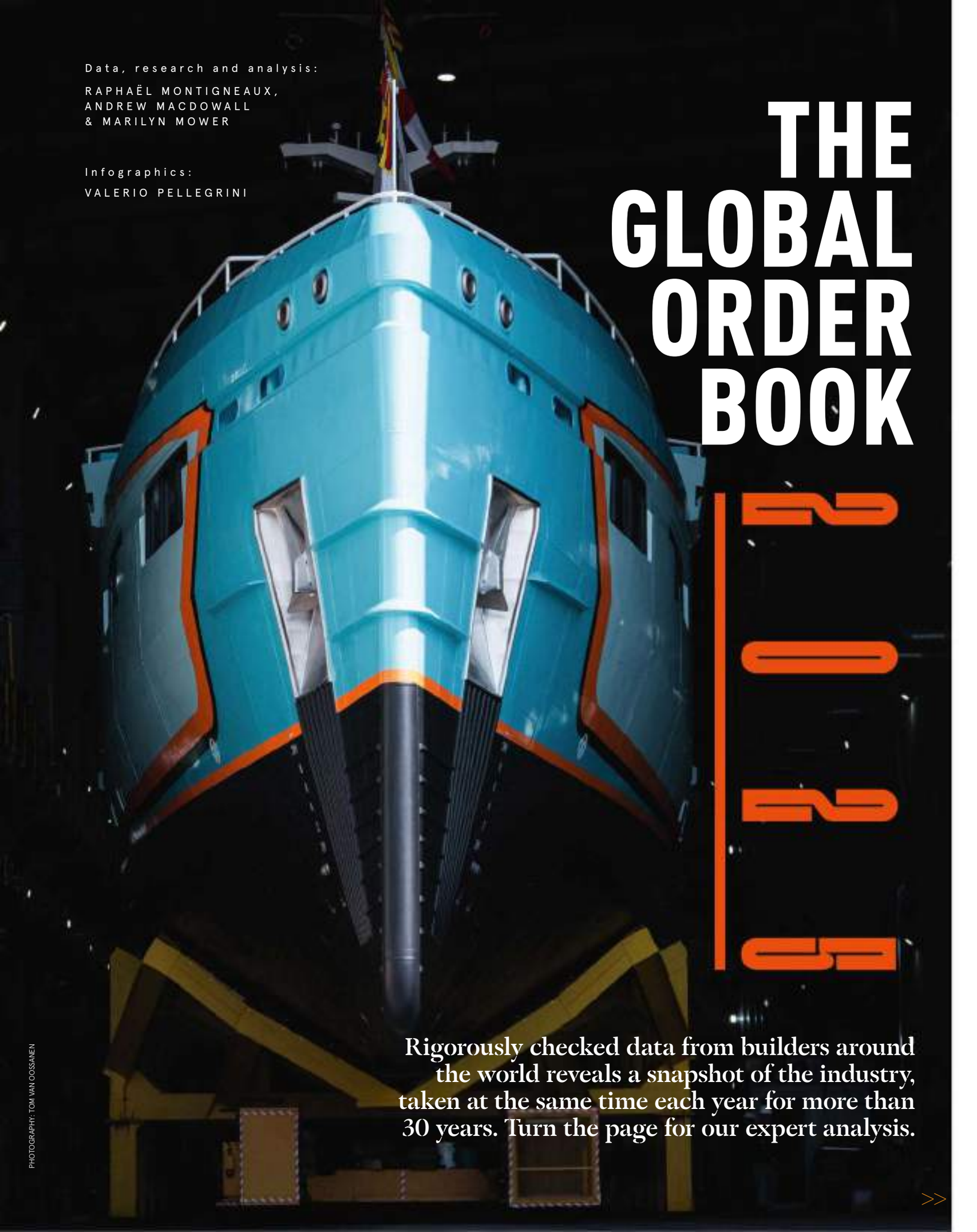
Data, research and analysis:
RAPHAËL MONTIGNEAUX,
ANDREW MACDOWALL
& MARILYN MOWER

Infographics:
VALERIO PELLEGRINI

THE GLOBAL ORDER BOOK 2019



PHOTOGRAPHY: TOM VAN OOSSANEN

Rigorously checked data from builders around the world reveals a snapshot of the industry, taken at the same time each year for more than 30 years. Turn the page for our expert analysis.

>>

DATA OVERVIEW

The leader board

2 TURKEY
Total length: **6,410m**
Number of projects: **146**
Average length: **43.9m**

18 SOUTH AFRICA
Total length: **187m**
Number of projects: **6**
Average length: **31.2m**

10 UAE
Total length: **669m**
Number of projects: **22**
Average length: **30.4m**

8 CHINA
Total length: **895m**
Number of projects: **27**
Average length: **33.1m**

5 TAIWAN
Total length: **1,963m**
Number of projects: **64**
Average length: **30.7m**

15 AUSTRALIA
Total length: **221m**
Number of projects: **4**
Average length: **55.3m**

1,138
Total number of superyachts on order or under construction

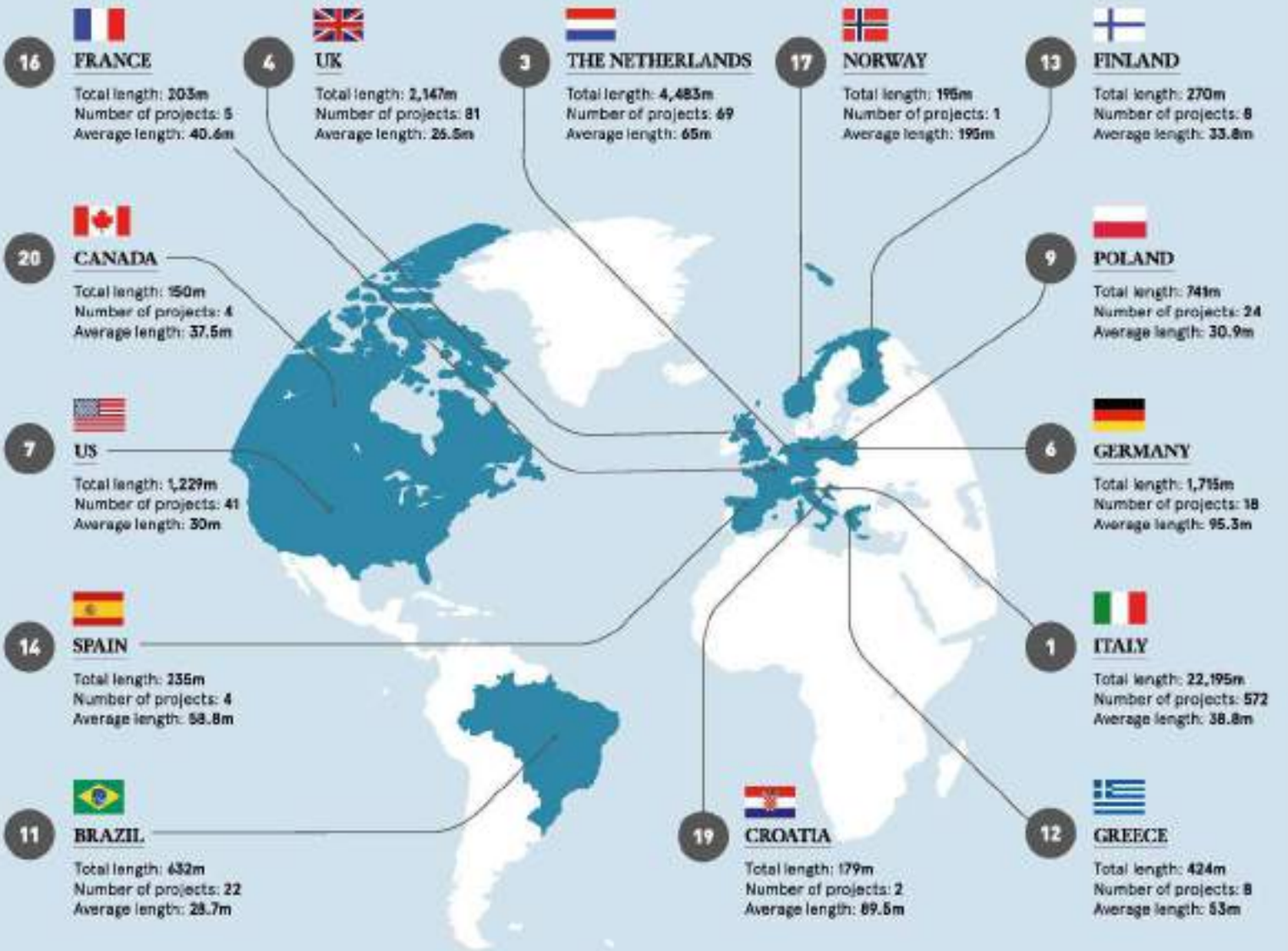
577,482
Total gross tonnage of superyachts on order or under construction

185
Number of superyacht yards currently active around the world

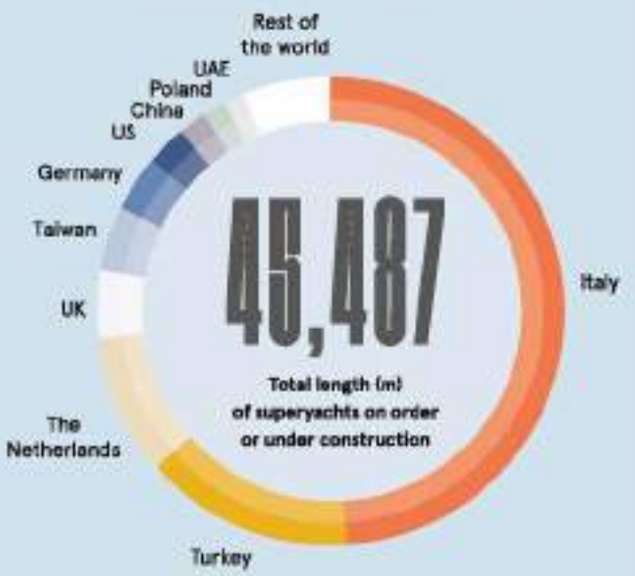
RULES AND METHODOLOGY

The Global Order Book (GOB) was established in 1992 by *ShowBoats International* (now *BOAT International US Edition*) to provide a body of data, updated annually and systematically, that shows the scope of economic activity in the superyacht industry. The size brackets are calculated in feet and have been converted into metres. Each year we present a list of yachts 78.74ft, or 24 metres, and longer on order or in build as of 1 September at shipyards around the world. Every effort is made to ensure accurate, comprehensive data.

The data from our market-leading platform BOATPro is cross-referenced with other industry sources and, whenever possible, corroborated with personal visits to shipyards. Participation in the GOB is entirely voluntary and free of charge. To be included, a project must be signed with a minimum 10 per cent deposit received by, on or about 1 September 2024. Spec builds may be listed only if construction, hull lay-up or tooling has begun by that date. *For a live snapshot of the superyacht market, visit boatint.com/boat-pro*



TOTAL LENGTH OF SUPERYACHTS IN PRODUCTION BY COUNTRY



SUPERYACHTS IN BUILD OR ON ORDER, 2016 TO 2025

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ANALYSIS

Staying the course

The overall market decline following a post-pandemic boom has been a gentle one, say *Raphaël Montigneaux* and *Marilyn Mower*

The Global Order Book (GOB) continues to resist a return to any kind of pre-Covid-19 "normal", defying expectations of a yo-yoing superyacht market. The number of boats in build has declined a gentle 2.4 per cent this year, from 1,166 hulls in build or on order at the start of 2024 to 1,138. This is down from the all-time record of 1,203 superyachts under construction in 2023, but well up on numbers logged in 2021, when we counted 821 superyachts in build. Gravity is clearly having an effect, but its pull is far less pronounced than the previous time there was a big spike in orders in 2008/9.

There are two reasons for this: better than expected second-half sales for shipyards in 2024 and an increase in the number yards starting hulls on speculation. Buoyed by the positive market environment of recent years, more yards are starting projects without owners in an attempt to attract more "I want it now" clients – and keep their employees busy.

While the number of superyachts in build or on order has declined, so too has the total length of projects in build, but by a smaller margin. There are some 45,487 metres of superyacht production globally, a dip of just 0.5 per cent on last year. The total gross tonnage under construction, meanwhile, has increased – up 5.3 per cent to 577,482GT. This confirms that superyachts, on average, are getting longer and more voluminous. The average gross tonnage of superyachts in the GOB this year is 507GT and the average length is 40 metres, both up on last year.

The decline in the number of superyachts in build can be partly explained by a number of large yachts ordered by sanctioned owners being completed and delivered to others in 2024, but broadly the industry is continuing to experience some afterglow from the post-Covid-19 boom. We may see a sharper decline in numbers in the coming years and believe 2027 will be key for determining the full scale of any fallout.

Top builder nations

Italy remains by far the single biggest producer of yachts over 24 metres LOA, a position it has held since 2000 when it knocked the US off the top spot (*see page 58*). Italian yards produce nearly 50 per cent of all superyachts, but it should be noted that the country's order book has declined for the first time since 2015, dropping 1.2 per cent this year. This contrasts with second-place Turkey's rapid expansion of 8.9 per cent over last year.

We have seen some impressive projects being delivered in Turkey in the last 12 months, linked to well-known designers who are closely involved in shepherding the projects along. The nation's boatbuilding know-how is developing fast and the finish of Turkish yachts is now on a par with the quality of their mechanical systems. Turkey's shipyards continue to invest heavily in infrastructure and have embraced the speculative model, not afraid to start boats without owners. Counted together, Turkey's shipyards are building 146 projects, up 32 on last year, totalling 6,410 metres of construction.

One significant cloud darkening the sky over Turkey is a footloose workforce. During visits to the country's shipyards for this report, we learned of many workers who had migrated west in search of higher pay and an escape from the country's crippling inflation, currently running at about 50 per cent. At yards from Italy to Germany, Turkish workers make up an increasing proportion of the workforce. In order to stop the skills drain, Turkish yards are under pressure to raise wages, which is having an impact on new-build prices. Cheaper labour rates have made building in Turkey attractive but how long the country will maintain this price edge, over Italy in particular, remains to be seen.

In third place, the Netherlands has a strong order book of 69 projects and reports a total LOA of 4,483 metres. This may look like a worrying drop of 11 projects on last year's numbers, but it would be wrong to directly compare the two years. A number of Dutch yards had "frozen" Russian orders, which artificially inflated their previous numbers. With these yachts now delivered to different owners, numbers for the Netherlands are on a more reliable and stable footing.

Next, the UK and Taiwan show an overall decrease in their production but hold solid order books for the coming years. Germany remains in sixth place, building 18 projects with an average size a snip under 100 metres, just before an unexpected seventh place showing for the US. This result is mainly driven by the success of the sportfish market and Viking Yachts in particular,

5.3%

Percentage the 2025 Global Order Book is up over 2024, measuring by total gross tonnage of yachts in build or under contract

The Global Order Book counts all projects over 24 metres LOA under construction or ordered, with a deposit taken, on 1 September each year

which has already picked up 20 orders for its newly launched Viking 82 model.

The UAE is a growing force in superyacht production, doubling the number of projects on order or in build at its shipyards. Sunreef's decision to open a facility in the country has clearly helped. The Polish yard will produce its Ultima catamaran series in Dubai, of which 16 have already been sold.

In Finland, Baltic Yachts and Nautor Swan do all the heavy lifting and both yards have strong order books. Swan was recently acquired by Italian giant Sanlorenzo and it will be interesting to see what effect this will have on its future orders. Together, Baltic Yachts and Nautor Swan have eight projects in build over 24 metres.

The shipyard view

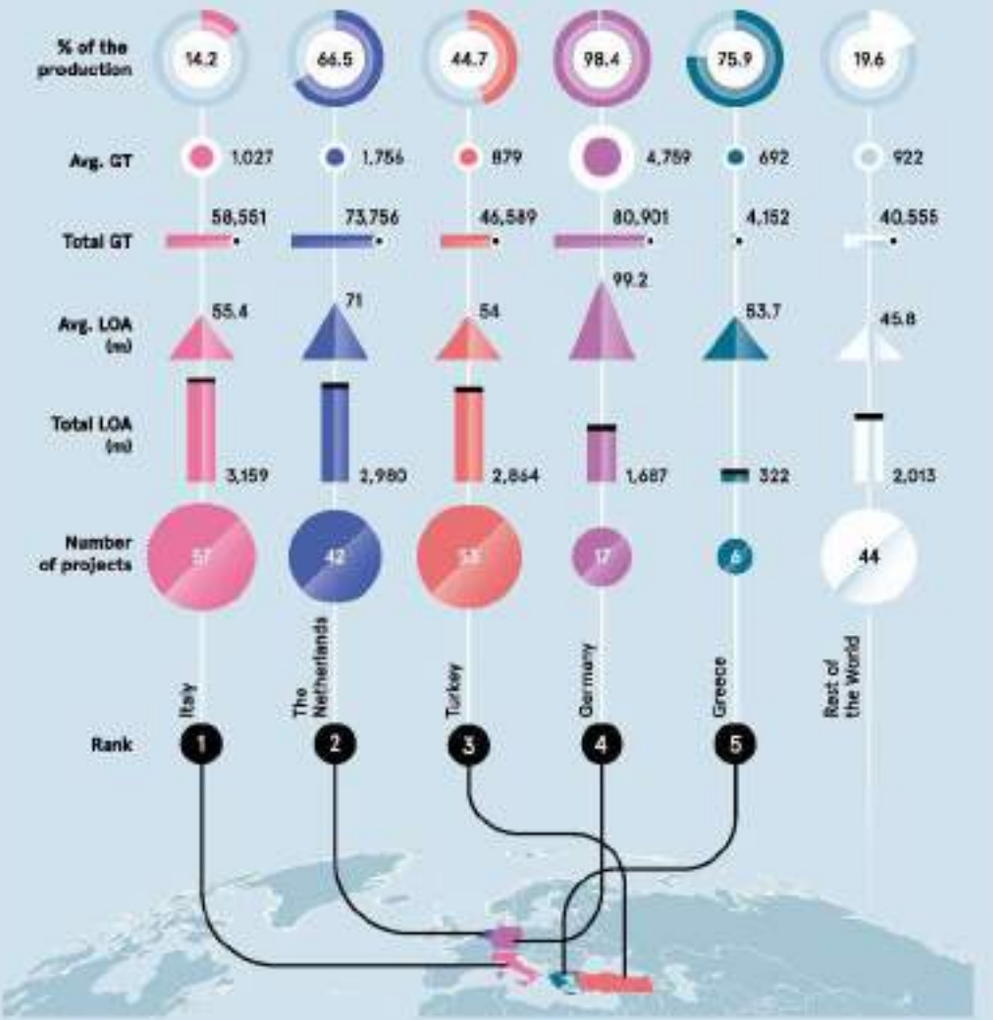
Italy's Azimut-Benetti maintains its stronghold on the top spot of the builder leaderboard, with fellow Italian yard Sanlorenzo in second place (*see table overleaf*). The Ferretti Group, comprising the Ferretti, Pershing, Riva, Custom Line, CRN, Wally and Itama brands, has once again declined to share its order book, but our own investigations reveal the group would hold third place if we were able to declare their numbers. We have not included the Ferretti Group in the builder leaderboard, but their numbers contribute to Italy's total declared production.

Therefore, Dutch mainstay Feadship sits in third place. Its four yards have fewer total metres in build this year, but the delayed delivery of 118-metre *Launchpad* inflated its 2024 stats.

The Italian Sea Group holds onto fourth overall but retains its place as the biggest full-custom builder in Italy. British yards Sunseeker and Princess have both changed owners in recent

WHO IS BUILDING FULL-CUSTOM YACHTS?

Top five countries by total length of custom production



PROJECTS BY LENGTH: 10-YEAR COMPARISON

LENGTH	24-27M 80-89FT	28-30M 90-99FT	31-36M 100-119FT	37-45M 120-149FT	46-60M 150-199FT	61-75M 200-249FT	76M+ 250FT+	TOTAL
2025	286	175	179	213	175	49	61	1,138
2024	321	166	201	211	159	53	55	1,166
2023	348	159	238	215	139	51	53	1,203
2022	277	147	202	178	122	52	46	1,024
2021	200	125	150	147	114	40	45	821
2020	194	128	160	134	106	41	44	807
2019	228	117	172	121	104	40	48	830
2018	182	114	162	123	100	39	53	773
2017	195	103	138	132	96	44	52	760
2016	168	93	163	141	106	34	49	754

>>

TOP BUILDERS BY TOTAL LENGTH OF CONSTRUCTION

2025 RANK	COMPANY	TOTAL LENGTH (M)	NUMBER OF PROJECTS	AVERAGE LENGTH (M)	NUMBER OF PROJECTS, 2024	2024 RANK
1	Azimut-Benetti	5,905	164	36	167	1
2	Seniorenzo	4,448	125	35.6	132	2
3	Feadship*	1,525	N/A	N/A	N/A	3
4	The Italian Sea Group	1,356	22	202	24	5 ▲
5	Lurssen*	1,254	12	104.5	13	4 ▼
6	Overmarine	1,095	26	42.1	28	8 ▲
7	Princess Yachts	1,094	42	26.0	48	7
8	Ocean Alexander	1,064	33	32.2	30	10 ▲
9	Sunreef Yachts	1,006	35	28.7	35	11 ▲
10	Damen Yachting	1,002	14	71.6	19	6 ▼
11	Baglietto	959	20	48.0	19	12
12	Sunseeker	946	35	27.0	41	9 ▼
13	Cantiere delle Marche	805	20	40.3	20	15 ▲
14	Palumbo Superyachts	744	15	49.6	12	16 ▲
15	Bilgin Yachts	711	12	59.3	9	17 ▲
16	Horizon	699	24	29.1	27	14 ▼
17	Heesen Yachts	651	12	54.3	15	13 ▼
18	Viking Yachts	617	24	25.7	18	18
19	Rossinavi*	505	N/A	N/A	N/A	N/A

*data partially shared by the shipyard

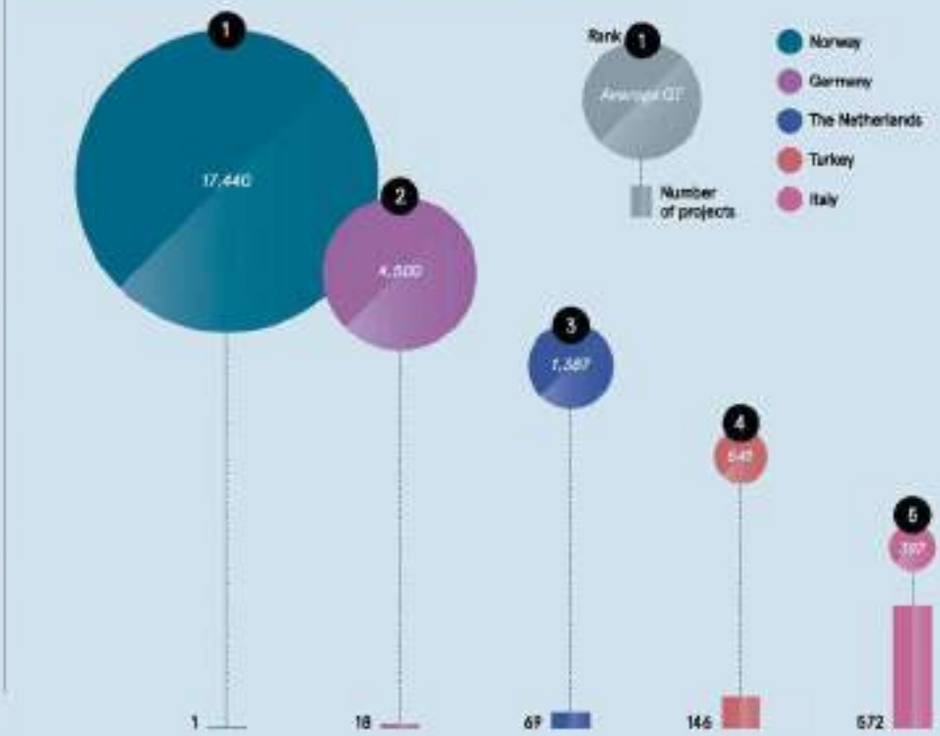
years. Princess was acquired by US-based private equity firm KPS Capital in February 2023, and Sunseeker announced at the latest Fort Lauderdale International Boat Show that it had been bought by Orienta Capital Partners and Lionheart Capital. Both yards are refreshing model ranges and we expect to see improving order numbers in coming years as a result.

Eighteen of the shipyards on our leaderboard are repeats from last year. Eight have grown their order books; 11 show declines. Turkey's Numarine has dropped from the list but the yard maintains a very strong order book of 15 projects. Rossinavi replaced it in 19th position with just six more metres of production. The Italian yard is mostly building full custom yachts over 499GT. Last year, the top 19 builders had 677 projects measuring 27,069 metres of construction. This year, those numbers are 653 projects totalling 26,386 metres.

Of the eight yards that have increased orders, Cantiere delle Marche is up by three projects on last year, as is Taiwan's Ocean Alexander, which is building another facility in Kaohsiung. Sunreef has also had a good year, thanks in part to its new yard in the UAE. Baglietto's run continues, with 20 projects on its order book, including a number

TOP COUNTRIES BY GROSS TONNAGE

The top five countries ranked by total volume of superyachts in build



of full-custom builds. Palumbo Superyachts, Bilgin Yachts and Viking, meanwhile, have posted impressive order book growth of 24 per cent, 29 per cent and 30.4 per cent, respectively.

A number of shipyards make their GOB debuts this year, including FC Cube (France), Ladenstein (Austria), Rockport Marine (US) and four in Turkey: U4 Marine, Fabbro Yachts, Vento Yachts and Yacht Factory. Rockport is not a new yard but new to the ranks of those building over 24 metres. Australia's Echo Yachts returned to our count this year with its 57-metre catamaran.

What's on order?

The number of "standard" motor yachts in build has dropped 5.3 per cent, with the market for sub-27-metre semi-custom yachts taking the biggest hit (down 10.9 per cent). Specialist markets have had a better year. The sportfish segment is stable, mainly thanks to the success of US builder Viking Yachts. Sailing yachts are also holding steady with 71 projects on order or in build, representing 6.2 per cent of the total order book. A number of exciting sailing projects were announced in the last 12 months, including 81-metre hull 421 at Royal Huisman and the giant 57-metre sailing cat at Echo Yachts in Australia.

The expedition market continues to outperform all others in growth terms. There are now a record 105 explorer yachts in build globally, up from 99 this time last year. These boats now represent 9.2 per cent of the GOB. The standout success remains Italy's Cantiere delle Marche, which has 20 boats in build for a total length of 805 metres.

When looking at the order book by size, we've recorded some weakness in the 24- to 37-metre range. Above 37 metres, the market is stronger, excepting a little dip between 61 and 76 metres.

The market for very large yachts, concentrated in Germany, Spain, Turkey, Italy, Norway and the Netherlands, remains strong. There are currently 25 yachts beyond 100 metres LOA on order or under construction, one more than last year (*see overleaf*). The grip Germany has had on the biggest builds continues to weaken, but despite this the country's yards are performing well: Lürssen's orders are solid until 2028; Abeking & Rasmussen has one order and a number of refits, as well as a solid bank of military and commercial work; Dorries Yachts is building a 114-metre project. In the Netherlands, Oceanco has two 100-metre-plus orders, and Feadship has at least five 100-metre-plus projects on its order book.

The speculation game

In 2018, almost half the order book was made up of boats started without an owner. That proportion steadily decreased to just 19 per cent in 2023, but the number of spec boats is on the rise again (*see above*). In this latest count, some 31 per cent of the order book is made up of spec projects, the highest level since 2021, and a big jump on last year's 21.9 per cent. In the post-Covid-19 business climate, yards have stronger balance sheets and are more able to risk starting boats without owners.

Speculative projects are relatively well distributed across all size categories, the most active being between 24 and 27 metres, where such orders exceed 40 per cent of the total. Yards are also starting larger hulls on spec. Between 28 and 60 metres, roughly a third of all projects in the Global Order Book are speculative. After that,

Future challenges

During our visit to a shipyard last October, management revealed that their main competitor is their own nearly new yachts on the brokerage market. Some novice owners who bought yachts to escape Covid-19 lockdowns have clearly found long-term ownership not to their taste. A number of these vessels are on the market with low hours and relatively high prices – but, crucially, available immediately. Conversely, it's also clear that some of those new clients the industry found in the Covid-19 years are trading up. The average size of new yacht orders last year was 39.2 metres, which has now crept up to 40 metres.

THE FLEET ON SPEC

Speculative projects vs sold projects from 2017 to today

ENGINE TYPE

	GOB 2024	GOB 2025
Diesel	1,081	1,049
Hybrid	41	45
Diesel/ electric	54	56
Electric	10	8

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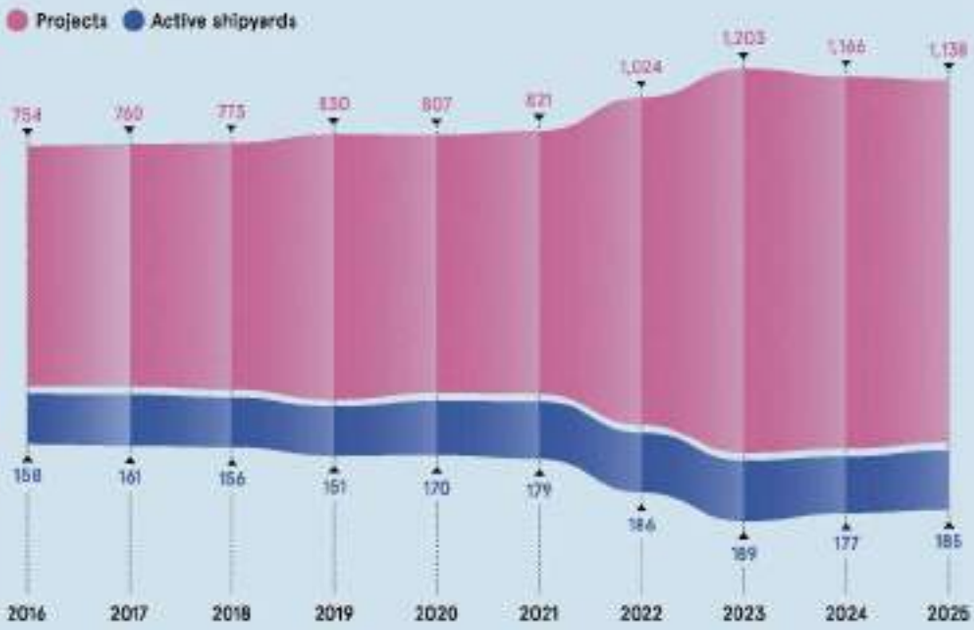
ACTIVE SHIPYARDS VS PROJECTS

Number of superyachts in build and on order, versus the number of active shipyards in the last 10 years



however, there's a sharp drop-off. Just 16.3 per cent of all boats in build between 61 and 75 metres are spec projects, which drops to 13.1 per cent for projects larger than 76 metres.

The countries featuring the biggest proportion of speculative projects are Turkey, the Netherlands and Italy. Prizes for bravery go to Turkey, where 37 per cent of its 146 projects are spec boats. The Netherlands has started 27.5 per cent of its superyachts without an owner, followed, surprisingly, by Italy, whose order book is 26.7 per cent spec projects.

Semi-custom is king

Series boats dominate the Global Order Book. Ten years ago, full custom projects accounted for almost 40 per cent of all superyachts in build. In this latest count, they are just 19.2 per cent of the order book. However it's interesting to note that the raw number of full custom projects hasn't declined dramatically (*see table, right*). In the 2015 Global Order Book, we counted 286 full-custom projects; today there are 219, a decline of 23.4 per cent. Conversely, there has been phenomenal growth in the semi-custom sector, which has expanded 105 per cent in the same period, from 448 semi-custom hulls to 919 in this latest count. Further, when you look at the combined gross tonnage under construction globally, full custom yachts account for 32.7 per cent of the total.

Four nations build the majority of all full custom yachts: Italy, the Netherlands, Turkey and Germany. The Netherlands and Germany specialise in it, with 66.4 per cent and 98.4 per cent of their output (in length) dedicated to these yachts. The top player is Lürssen, followed by historic brands in the Netherlands, such as Feadship and Royal Huisman. Turkey, which is slowly building its semi-custom capacity, remains third in the full custom ranks thanks to the shipyards Turquoise, Alia, Ares and SES.

Italy has a proud history of building full-custom yachts and remains top in the total number of full custom projects with 57. However, the nation's output is so flooded with series boats that custom yacht-building now accounts for just 14.2 per cent of the nation's order book. However a number of Italian yards are pushing hard to maintain a full-custom pedigree, such as Rossinavi, The Italian Sea Group, Palumbo Superyachts and CRN.

Full-custom yachts make up 65 per cent of all yachts in build between 61 and 75 metres, and nearly 87 per cent of those in the GOB above 76 metres. At the other end of the spectrum, only 5.2 per cent of orders below 27 metres, and only 2.9 per cent between 27 and 31 metres are full custom. For trend watchers, the biggest shift has taken place in the 43- to 61-metre range. Once the domain of full custom yachts, now these unique projects account for just 28 per cent of all boats in build in this market.

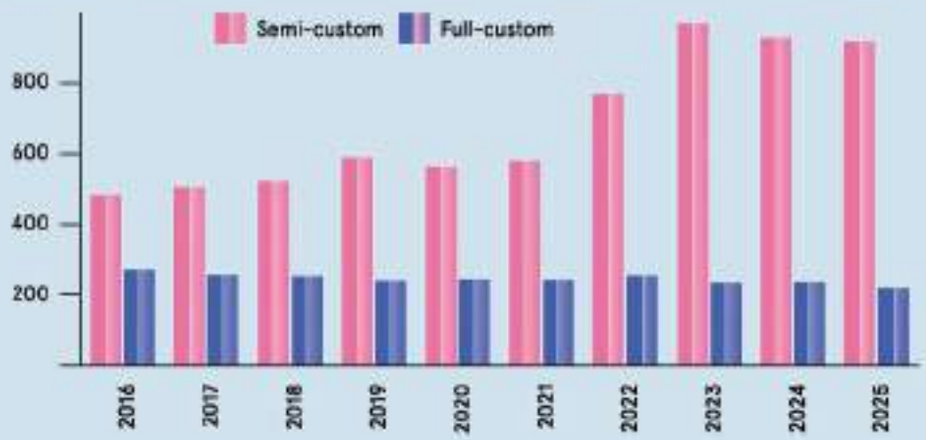
It is interesting to note how the numbers change depending on type of yacht. Of the 71 sailing yachts in build globally, 39 are fully custom, or 54.9 per cent. The new market darling, expedition yachts, meanwhile, tend to be more full custom than the market average. Of the 105 tough explorers in build, 38 are fully custom, or 36 per cent. These two markets tend to attract buyers with significant yachting experience, who like to customise their yachts for specific missions.

Green or greenwashing?

The words "green", "environmentally friendly", "sustainability", "reduced emissions" and "carbon-free" were ubiquitous at boat shows in 2024 and for most builders, increased efficiency and lower emissions are attainable targets. Even without

FULL CUSTOM VS SEMI-CUSTOM YACHTS

Total number of semi-custom and full custom projects in the Global Order Book in the last 10 years



PROJECTS BY TYPE

TYPE	EXPEDITION	MOTOR	OPEN	SPORTFISHER	SAILING	TOTAL
2025	105	866	69	27	71	1,138
2024	99	917	54	25	71	1,166
2023	86	955	55	34	71	1,203
2022	85	780	61	28	70	1,024
2021	64	628	58	12	59	821
2020	58	620	59	11	59	807
2019	55	653	56	15	51	830
2018	60	582	39	22	70	773
2017	55	548	58	24	75	760
2016	55	558	40	18	83	754

alternative fuel systems, builders are reducing carbon emissions through a combination of more efficient hulls, lighter-weight interiors, variable speed gensets that avoid load banking, batteries, waste heat recovery, smart HVAC, foils, vanes and solar panels. Further gains are possible through diesel-electric or hybrid propulsion, a system where large main engines are eliminated by using variable-speed diesel generators to deliver electricity to run the hotel load, store in batteries for silent operation or peak shaving, and power electric motors to turn the propellers.

However, the numbers remain small. For the second year running, we asked all builders to declare the engine set-ups on the yachts they were building. Just 45 of all 1,138 superyachts in this year's GOB have a hybrid set-up, 36 are diesel-electric and only eight are powered by solar alone.

Not all builders have the deep pockets required for R&D and many are waiting for off-the-shelf products to become widely available or for individual clients to fund such R&D themselves. Such is the case with a hydrogen fuel cell project now completing at Feadship. All new Feadships will be hybrids of some sort, according to CEO Henk de Vries. Lürssen is taking the methanol reformer route to fuel cells.

Sanlorenzo is building a 50-metre yacht due in 2027 with a methanol system that produces 100kW of electricity for house loads, propulsion and battery storage. The yard already delivered a foiling chase boat that runs on hydrogen fuel cells for the US America's Cup team. "Below 20 metres, you can just store the pressurised hydrogen in bottles and you don't need cryogenic storage. We used four hydrogen bottles and it worked just fine," said CEO Massimo Perotti. "But for superyachts, we need another solution. The technology is in place and 90 per cent of the engine manufacturers will offer dual fuel (methanol/diesel or HVO) by next year."

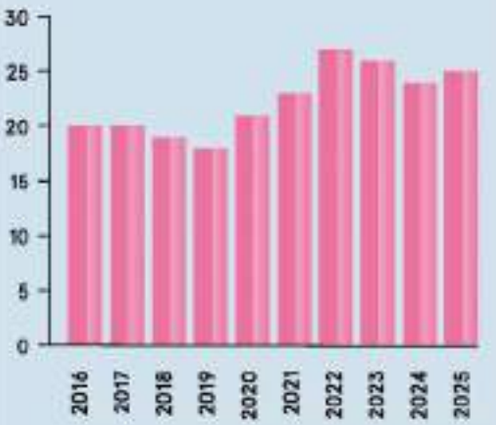
Rossinavi's COO Federico Rossi, meanwhile, has set an ambitious target of being able to cross the Atlantic with a 499GT boat using just 15,000 litres of fuel, compared to 60,000 litres currently. He will achieve this by drawing on alternative energy sources, including a heavy dependence on solar. "Today, the technology is available. The challenge is to expand our thinking and integrate luxury and conservation," he says.

Conclusion

As we write, Donald Trump is picking the cabinet for his second presidency, starting in January 2025. A number of shipyards were free with their opinions on another Trump term during the Fort Lauderdale International Boat Show, saying it would be good for business. There is little doubt his presidency will have a positive impact on orders from the US, home to comfortably the biggest constituency of superyacht buyers. Europe, the superyacht manufacturing heartland, is regarding his election more warily. The threat of tariffs or an escalation of the war in Ukraine are outcomes no one welcomes. Meanwhile, Turkey's economy teeters and China toys with Taiwan. The fact that the superyacht industry has proven so resilient in the face of so much macroeconomic uncertainly is to its credit. As to what the future holds? We'll tell you next year. ◻

THE LARGEST SUPERYACHTS

Number of 100m+ projects in build or on order



Seeing is believing

The Global Order Book involves visits to shipyards to verify projects under construction, hull numbers and production capacity. This year 59 shipyards in 13 countries were visited, physically accounting for 697 projects (61.2 per cent of global production). Yards not visited are scrutinised using order lists showing deposits taken and data obtained from dealers, OEMs, flag states and class registries. Global Order Book reports dedicated to each country are available free to BOATPro subscribers. BOATPro country reports can also be purchased on an ad hoc basis by non-subscribers.

SCAN ME

BOAT PRO

FORECAST

Wild west, eastern promise

A becalmed superyacht market is feeling the ripples of the US election and a strengthening market in Turkey. Industry insiders and wealth experts build a picture of the year to come

By ANDREW MACDOWALL Photography: RUBEN GRIFFIOEN

The election of Donald Trump as US president is expected to provide a significant boost to the global superyacht industry after a slower year in 2024. Trump will return to the White House in 2025 with an agenda – and strong mandate – for tax cuts and deregulation, though there are also serious concerns over the impact of his planned tariff increases on the global economy.

"With the election finally over and with Trump returning to office, we have already seen a shift in the financial markets. I have had multiple clients reach out to me explaining they are confident moving forward in the sales process," says Alex Clarke, a yacht broker at Denison. "The US Federal Reserve will most likely continue to cut interest rates through 2025, which will be an added boost, so I'm confident that the coming year will see a major increase in sales activity."

Thom Conboy, director of sales for Heesen North America, Mexico, Bahamas and the Caribbean, says that Trump's election is "probably the most positive thing that could possibly have happened". "It gives a great deal of confidence to businesspeople, and it's not only a leg-up to the superyacht business, but people who work for a living and business in general," he tells *BOAT International*. "It's very, very good for people buying yachts and people in the yacht business. What's more important than tax cuts is deregulation, so businesses can operate."

It has been a tough few years for the global economy, rocked by the Covid-19 pandemic and associated lockdowns in 2020 to 2021 and then soaring inflation in 2021 to 2023. Despite this, the superyacht industry has performed remarkably strongly, with boom years in 2021 and 2022 in particular, as demand soared during the pandemic. In 2024, the market is relatively becalmed, having slowed over the last couple of years, but still landing above pre-pandemic levels. That's against a backdrop of lower economic growth, and interest rates that have remained relatively high by recent standards, while trending downwards.

15%

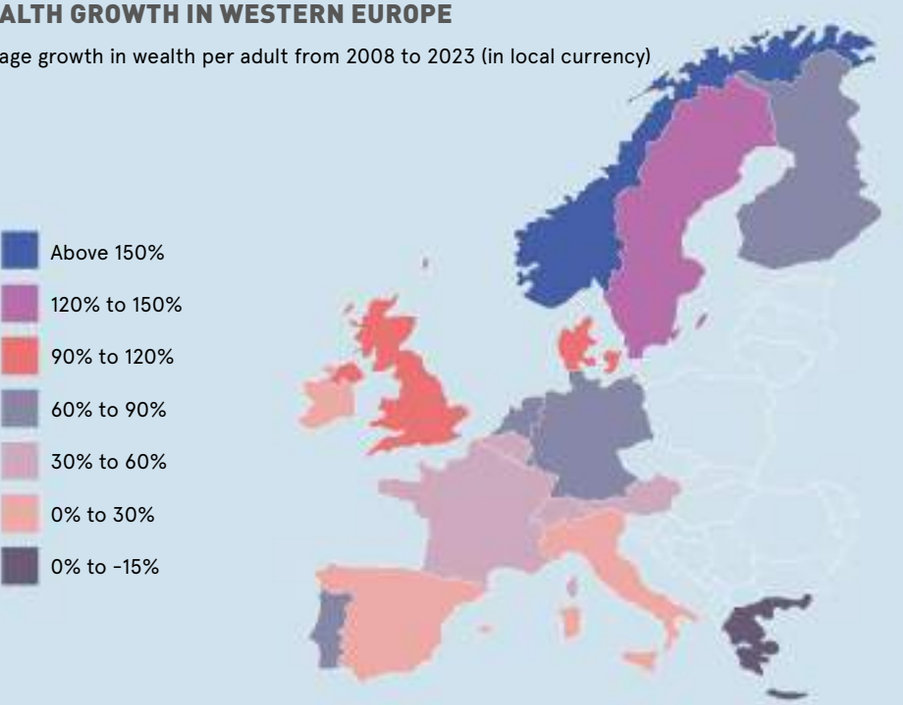
Goldman Sachs' 12-month probability of a US recession

2.7%

Global growth in 2024, as expected by Goldman Sachs at time of press

WEALTH GROWTH IN WESTERN EUROPE

Average growth in wealth per adult from 2008 to 2023 (in local currency)



Source: UBS Global Wealth Report 2024

Inflation is easing, but that means that price rises have merely slowed, rather than reversed, leading to continued pain for some yacht builders.

At time of press Goldman Sachs expects global growth to come in at a rather sluggish 2.7 per cent by the end of 2024, on a par with 2023, with the US growing at 2.5 per cent, China at 4.7 per cent, and the eurozone at a meagre 0.9 per cent. Global core inflation should be below three per cent by the beginning of 2025, down from 4.4 per cent in 2023, but this cannot disguise the double-digit rates seen by major economies including the UK and Germany, and a peak of over nine per cent seen in the US in mid-2022. With war in Ukraine and the Middle East (as well as ballots in the EU, India, and UK, among other jurisdictions), there have been serious geopolitical headwinds, too. Yet the industry can enter 2025 with a degree of optimism, with recession likely to have been averted in the US, and inflation and interest rates gradually moving downwards. As in the past, the top yacht builders and brokers have been able to leverage their competitive advantages and target market niches to maintain momentum.

"The US economy is holding strong and the stock market, while volatile, is reaching new highs, which all bode well for the American yacht buyer," says Lisa Verbit, national yacht lending executive at Bank of America (BoA). "However, interest rates remain higher than clients are accustomed to; inflationary pressures persist in the cost of various materials; and serious geopolitical risks may also impact the buying decisions of UHNWI [ultra-high net-worth individuals]."

"UHNW INDIVIDUALS DID NOT WORRY THEIR WAY TO THE TOP"

From a lending perspective, higher interest rates are still having an effect, Verbit adds, with some clients choosing to forgo taking a yacht loan, or paying off an existing yacht loan, given their high levels of liquidity. Yet BoA still expects 2024 to be the fourth-biggest year for yacht lending since it started in the business more than 25 years ago, albeit down from a record year in 2023, when total dollar loan volume was a striking 44 per cent up on the previous historical high achieved in 2021.

But it's not all sunshine. Fraser Yachts CEO Anders Kurtén says that there has been a notable shift in the years following the pandemic, with a decline of nearly 20 per cent in the global brokerage market for yachts over 30 metres. Verbit estimates that superyacht sales are down around 25 per cent worldwide this year. While these figures reflect the economic backdrop to an extent, more significantly they represent an adjustment after bumper years when demand was unleashed

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372,000

UBS's forecast for total number of UHNWIs by 2027

following the Covid-19 lockdowns, and in an environment of ample liquidity and low interest rates. "The market is recalibrating after unprecedented highs," says Kurtén, "and while demand for superyachts remains strong, we knew sales would stabilise at some point and this reflects trends that we were seeing prior to 2020."

Yet Kurtén reports that Fraser has had a strong year, outperforming 2023 in all major areas of its business – sales, charter and yacht management. Indeed, the general sentiment is that the charter market is performing well, he adds. "We've doubled down on delivering personalised experiences, adapting to clients' evolving needs, and leveraging our global network to create value for buyers, sellers, charter clients and owners."

Marco Valle, CEO of Azimut-Benetti Group, says that the market for large motor yachts has not slowed down, based on his company's order book. And sub-segments are diverging: in the first half of 2024, Azimut-Benetti Group saw demand driven by fibreglass vessels under 45 metres, but H2 has seen more activity in the 50- to 70-metre range. Like Fraser, the company is upbeat about the market, having invested to expand production capacity and with an order book extending to 2030.

The 24- to 45-metre segment, both late model brokerage yachts and new construction projects, are a major focus for Denison, says Clarke. He adds that the market for explorer yachts tends to hold up well, remaining in high demand even when broader demand dips.

"The market has definitely slowed down and I feel that has hurt some brokers who might not have such a deep client base," he says. "The boom of new build sales is definitely over and I see shipyards becoming more willing to negotiate on pricing as they realise contracts are harder to come by."

Clarke says that some yards have become caught in a squeeze between buyers seeking to negotiate lower sales prices, and the rising cost of materials and labour thanks to high inflation. "I have seen clients specifically remove their yachts from the sales market due to slow activity, have seen other clients decide to wait until after the US election, and clients waiting for the Fed to drop rates," he says. "I feel this mostly affects my clients in the 24- to 30-metre segment while the larger 35- to 50-metre category remains active. I think brokers are digging deep, fighting for sales."

But as Clarke notes, this is a cyclical industry – and the cycle is showing signs of turning. The US has again evaded recession; in October 2024 Goldman Sachs cut its 12-month US recession probability back to 15 per cent, its unconditional long-term average. Growth is unlikely to be stellar in the coming years, with Goldman's 2025 forecasts for global GDP and the US at 2.8 per cent and 2.4 per cent, respectively, but tailwinds include growing real household income and lower interest rates. The bank expects the US Federal Reserve to cut interest rates several times in early 2025 to reach a rate of 3.25 to 3.5 per cent from five per cent in October 2024, while in the eurozone it predicts a similar move down to two per cent by mid-2025, from 3.25 per cent in October 2024. In China, Goldman expects policy easing and strong exports to hold up growth at 4.9 per cent in 2025.

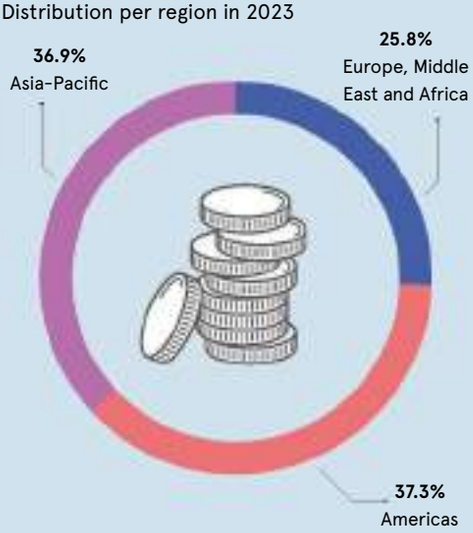
Steve Taddie, partner and chief economist at HoyleCohen, says that a combination of rising asset values and central banks around the world easing interest rates are bolstering ultra-high net-worth individuals' ability to spend; with lower rates, they can leverage existing appreciated assets for spending, rather than liquidating, to avoid capital gains taxes. He adds that expectations for the US economy have shifted "from a soft landing with the risk of a hard landing, to no landing with the possibility of a soft landing".

There are certainly downside risks to what is already only a modest growth outlook. Trump's accession brings not only the prospect of tax cuts but tariffs which could lead to soaring prices for imported inputs, and indeed trade wars that destabilise the wider global economy. Some economists have warned that a global recession is a distinct possibility, though Goldman Sachs estimates that the likely combination of tariff policies will lead to a one-off boost to inflation of 30 to 40 basis points, and "a modest drag on GDP". Conboy does not foresee any impact on the yachting industry on the horizon.

In the world's second-largest economy, China's housing and associated debt crisis is far from fully resolved. And there's the prospect of a wider war

GLOBAL WEALTH BY REGION

Distribution per region in 2023



Source: UBS Global Wealth Report 2024

in the Middle East. As Kurtén notes, uncertainty poses challenges for the sale of high-value discretionary items like superyachts; yet overall, the market will be sanguine about the outlook.

"There has always been something to worry about in the world, and it is likely that there always will be," says Taddie. "UHNW individuals did not worry their way to the top, so for the most part, the group's spending seems to take the worries of the day in stride, ebbing and flowing with the moment."

Turning our focus east, Turkish shipyards have been hit particularly hard by price rises, with Turkey's core inflation rate hitting 75 per cent in May 2024. The lira has plummeted, losing more than 90 per cent of its value against the dollar over the past decade, increasing the prices of imported materials, and, after years of monetary stimulus, interest rates soared to 50 per cent in 2024. The government has also hiked the minimum wage to keep pace with inflation. Clarke says that Turkish superyacht build costs have risen by 25 to 30 per cent in some cases, eroding what was once a considerable competitive advantage over Italian rivals. Yet the evolution of Turkish producers from "suppliers to real competitors", in Valle's words, continues. Clarke highlights the quality of producers including Bilgin, Numarine, Turquoise and Dunya, and is confident that Turkey will continue to grab market share from Italy.

"Bilgin has seen remarkable growth, both in reputation and order volume," says Berkay Yilmaz, commercial director at Bilgin Yachts. "In 2023 alone, Bilgin saw a record number of inquiries and project commencements, marking a year-on-year increase of 15 to 20 per cent. Our competitive edge lies in offering bespoke craftsmanship at a more competitive price point, alongside shorter build times. Italian brands have their prestige, but Turkish builders like Bilgin offer customisation and a high-quality build for better value."

In response to the economic conditions, Yilmaz says that Bilgin has increased its focus on efficiency and sustainability, as well as supply-chain localisation. It is also working to secure more long-term contracts and partnerships to shield the business from economic volatility.

"Turkey's competitiveness has been hurt," says Sukru Haskan, managing director of wealth management business H+B Capital. "While we are probably going to see lower inflation expectations in the coming months, the effect of the past will remain. But superyacht manufacturing is a niche area, and since the cost of operating is relatively low compared to countries like the Netherlands and Italy there is still room for Turkey to remain competitive with its high-quality capabilities."

Italian shipbuilders like Benetti will not rest on their laurels, of course. Valle says his company can continue to build on its strong heritage and brand perception through continued investment. Clarke notes that Italian builders offer a wide variety of cost per GRT from just over €40,000 to more than €60,000, and companies like Rossinavi and Cantiere delle Marche are offering new and innovative vessels on this competitive market.

Like other builders, Bilgin is exploring opportunities in the battery-powered and hybrid yacht market, as well as new vessels that cater to young buyers who value experience over pure luxury. Other segments also offer potential:

"I SEE SHIPYARDS BECOMING MORE WILLING TO NEGOTIATE ON PRICING"

Kurtén highlights growth in the large sailing catamaran market, where vessels offer luxury, interior volume and sustainability.

Valle, meanwhile, notes that, "Technology – innovative propulsion systems and alternative fuels – and design that enhances onboard comfort is the true answer to current market demand. Both factors must be present to succeed."

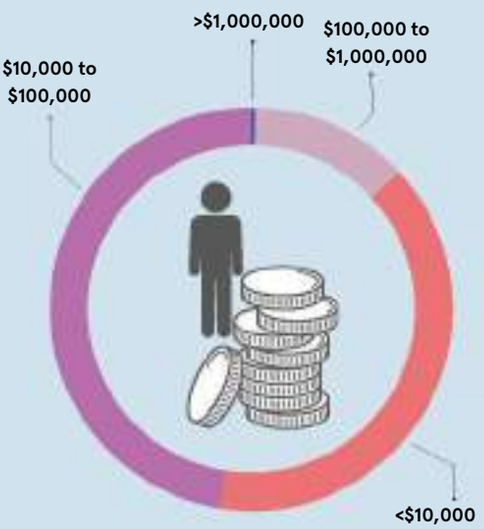
Despite the headwinds of recent years, superyacht builders and brokers look out over a growing and diversifying market. In its Global Wealth Report, UBS forecasts that the number UHNWIs (which it defines as those with wealth of over $50 million) globally will grow by 129,000 in the four years from 2023 to reach 372,000 by 2027. Emerging economies will account for an increasing share of the ultra-wealthy – in the Asia-Pacific region alone, the number will double to 123,000. Turkey is forecast to see its population of millionaires increase by 43 per cent, with other countries seeing rapid growth including Indonesia (32 per cent) and Mexico (24 per cent).

Given this outlook, Verbit sees "significant opportunities in the year ahead" for the industry. Kurtén notes that the global fleet of 30-metre-plus superyachts has crossed the 6,000 mark, a significant milestone for the industry.

"I remain optimistic about the superyacht industry's prospects, especially charter retail," says Kurtén. "Despite short-term challenges, long-term demand for luxury yachting experiences remains strong. We are, after all, in the business of fulfilling dreams."

GLOBAL WEALTH PER ADULT

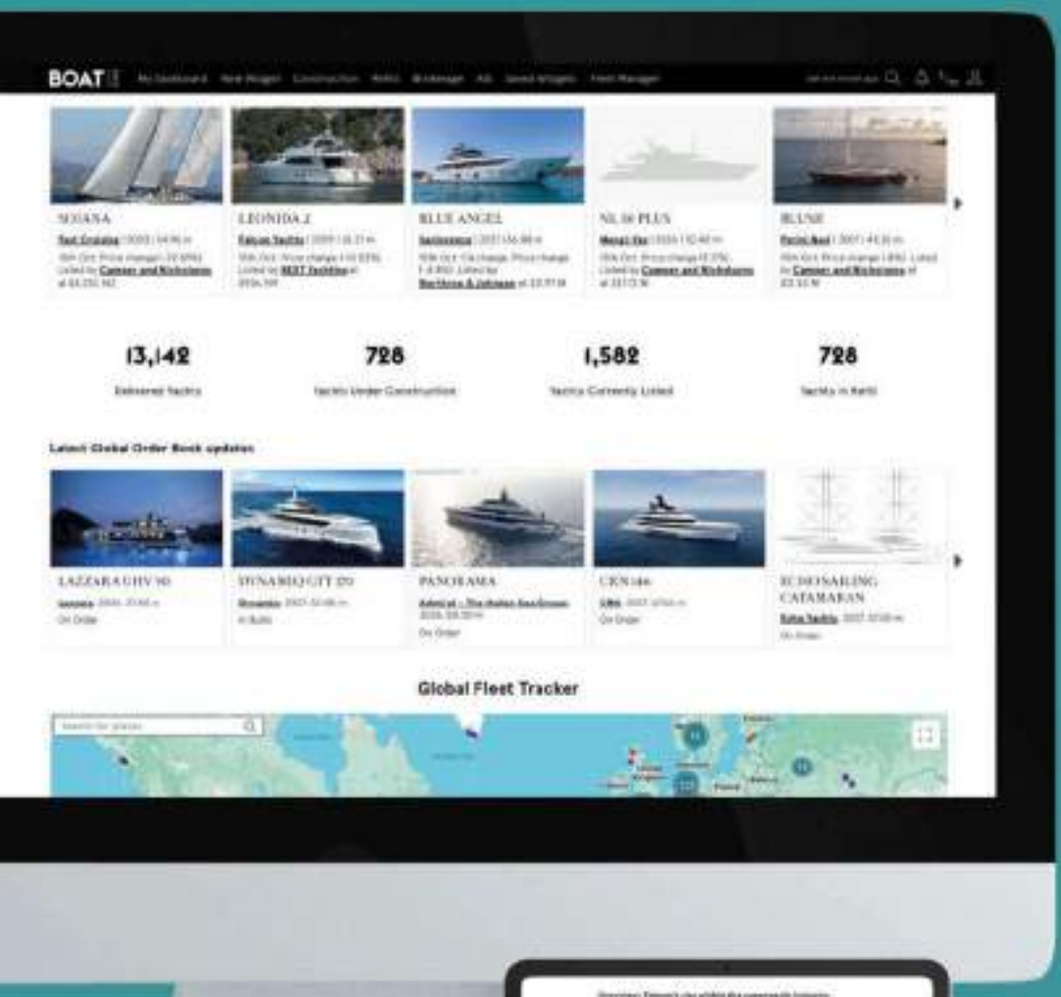
Wealth of adults in 2023 in USD



Source: UBS Global Wealth Report 2024

SMARTER SUPERYACHT INSIGHT BY

BOAT PRO



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BOAT presents

TOP DOG

Is *King Benji* the greatest, most fun boat to charter right now? The world's most discerning clients think so...

M

Most of us have a younger self, a favourite childhood toy or formative experience we're yearning to get back to, and now there's a boat for that: the new 47-metre, explorer-style *King Benji*.

Take for example Mark Tchelistcheff, an American who spotted the boat in a copy of *BOAT International*. He was one of the first guests to charter *King Benji*, in the South of France, along with his wife, Yulia and two daughters, Natasha and Vera. Mark's ancestors were aristocratic Russians who fled their homeland after the 1918 revolution. His grand-uncle André Tchelistcheff is considered the "godfather" of fine Californian wine, and Mark possesses one of the world's more refined palates. Not to forget he's a celebrated Berlin-based movie producer and director with a film-maker's eye for flair and detail. Above all, Mark grew up spending summers on charter boats and has been aboard some of the world's most famous ones at the Cannes Film Festivals. He knows what makes a boat good.

"I felt like I'd spent my life feeling guiltily hard to please," he says. "I'd started to develop an aversion to what you might call 'old mens' white yachts'. The people often walk around so gingerly, as if afraid to step on eggshells. They can look so uptight, scared even. The service might be impeccable but is there the warmth? Does it have a heart? Candidly, it's easy to become quite dispirited on some of these floating St Regises."

He pauses, meditatively. "The aura of *King Benji* is just so different," he goes on. "It's a very unusual blend of fun and refinement. Such boats are very rare. In fact I can count them on the fingers of one mitten. 'Fun' might seem like a trivial thing, but it's really not. Over the course of our stay, we would discover just how much we needed the time on *King Benji*."

This movie starts in the beautiful bay of Beaulieu-sur-Mer, beside Saint-Jean-Cap-Ferrat. "It's one of my favourite places in the world," says Mark. "The light is so invigorating; the breeze is gentle and warm; the shoreline surprisingly green." In the foreground *Seven Seas*, Steven Spielberg's 109-metre Oceanco, is at anchor and looming large. She may belong to one of Hollywood's most famous directors, "but does she have an aft deck like *King Benji*'s?" Mark asks with a twinkle in his eye.

King Benji, named after the owner's pet dog, has her own dramatic silhouette, with her massed explorer-style profile fore and giant deck aft, ready for action. Her zingy blue colour complements the water and sky, and with the toys out, she looks like some aquatic adventure playground for the whole family. There are hot and cold plunge pools at the bow, a vertiginous crow's nest, inflatable water slide plus climbing frame amidships, and that vast aft deck with 10-tonne crane and 12-metre Nor-Tech tender – finally, a swim platform, and a string of float structures off the stern that defy anyone, at any age, not to have a good time. One of the float structures even has a golf hole. The big aft deck makes a fine driving range, from which you can blast seaweed-based *King Benji* logo golf balls in its direction, feeding the fish if you miss.

Yet she is so much more than the sum of these parts, Mark believes. "What lists of toys and other features can't capture is the way the boat feels – that all-elusive aura," he says. "One thing you sense from the get-go is she tends to be animated in a way the biggest boats aren't, and let's face it, who wants to eat in an empty restaurant? Even when you see her in a marina, docked stern-to among other boats, your eye is uncannily drawn to her. She's where you want to be."

Part of the explanation for this is the cast, or crew rather, who just gel. "That all-important chemistry doesn't happen by accident," says Mark. "The owner (Josh Golder) has put a huge amount of care and attention into getting the service experience right. He's rumoured to be one of the toughest guys in the industry to work for, with impossibly high standards and a tendency to fire crew on the spot, yet I suspect the people who say

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King Benji's *naval architecture and exterior design are the work of Gregory C Marshall, while her striking interiors were penned by Design Unlimited*

"*KING BENJI* IS DIFFERENT. IT'S A VERY UNUSUAL BLEND OF FUN AND REFINEMENT. SUCH BOATS ARE RARE"

that simply don't share his vision of putting the guest experience first. The best crew are in demand; they can pick and choose where they work, and they work here. The owner understands the need for a hospitality approach."

What of Mark's guest experience, then? How did it really turn out? "Top of mind: Vera started competitive climbing within weeks of trying that activity on the boat," he replies. "That's a big deal, at her age. That helps her be brave and confident in life.

"Natasha found the inflatable slide thrilling, and soon developed a taste for tuna tataki bao buns." Natasha chips in: "So much better than any Berlin hamburger or even falafel. I love the palm trees on the main deck too, and the super amazing comfortable couches. Oh, and the crew even dried my hair!" Vera choruses: "The crew were so nice."

As a 10-year-old, Mark read Jules Verne's *Twenty Thousand Leagues Under the Sea*. The undersea-themed guest rooms feature triggerfish, squid and octopus. Matched wallpaper is strikingly real. "It reactivates the younger part of us," says Mark. "In contrast to the small portholes you find on many boats, the big picture windows create this connection with the sea and the natural world. The boat feels so open in that way. I don't know how they got those windows – and doors on the upper levels – into the superstructure. The openness helps nourish the imagination. Natasha and Vera love dolphins, and they started looking like dolphins while swimming around the stern, where the water is deepest blue. They were so unselfconscious – fearless, even."

"There's always a peaceful place to retreat, where I can be undisturbed," says Yulia, Mark's wife. Yulia is a former dancer who practises daily yoga, works with the WHO and teaches public health at Technical University Berlin.

Builder Dunya Yachts
LOA 46.7m
Beam 8.9m
Draught 2.95m
Guests 10
Crew 9
Tenders and toys 12m Nor-Tech; 4m Novurania; 4 x jet skis; 2 x Seabobs; 2 x eFoils; scuba, snorkelling and fishing gear; slide; rock-climbing wall; inflatables; towables and more
Winter 2025 Caribbean/Bahamas
Summer 2025 West/East Mediterranean
Rate from $250,000/week

A favourite spot for her was the crow's nest, which affords panoramic views and is calm. Guests are also sheltered, in complete privacy – seeing, but not seen.

Mark equally enjoys ascending to the crow's nest, the breeze gentle and warm there too, a glass of chilled wine in his hand. It's a Whispering Angel rosé, as beloved by singer Adele and produced by Lichine, a wine-making family that Mark's own family had known before the Russian Revolution. "It has this beautiful pale pink colour, and it's lush while being bone dry, with a very smooth finish over the entire palate. I savour it with tuna tartare, beautiful rice chips, scallions and a Japanese ponzu sauce. It's a sweet and tangy pairing that in turn makes for a connoisseur's combination with the Whispering Angel. Heaven!"

"What you have to keep in mind is we're all stressed most of the time," Mark explains. "When was the last time you had a vacation and truly

Above: with owner Josh Golder. Left: the girls diving into their tuna tataki bao buns. Below: Natasha and Vera meeting the real King Benji

decompressed? I almost died from Covid-19 during the pandemic and still have tinnitus from it, which drives me nuts as a film-maker." The after-effects of Covid-19 were felt by the whole family. "Like so many kids, studying – attention span – can be a struggle for the girls."

Hence the value of pure unadulterated fun: kids being kids, and adults being kids, too. Says Mark: "It's the kid in all of us, the value of freedom and play and testing limits yet feeling safe in such a luxurious bubble. Since disembarking, we've been tracking *King Benji* to Albania and other adventurous places we dream of visiting while next on board her. We're definitely repeat customers.

"The experience on a boat like this is shaped by the crew and ultimately the owner himself," continues Mark. "He's certainly a larger-than-life character, but crucially a man with a big heart. He cares about people and details. He's open, too. That's reflected in the captain, Grant, who sets the tone. Grant has a professionalism; he wants things done right. He loves what he does, is good to his crew and so they care about each other, all of which get magnified for the benefit of clients."

Owner Josh Golder had his own trials earlier in life. He grew up with Crohn's Disease, which inflames the digestive system, missing two years of high school as a result. "Yachting was a way for me to enjoy freedom, merging my environment with nature," he says. "I love being on the water; it de-stresses me. It's peaceful. Most of all, I finally felt I was in control. That's the experience I want to give my charter guests: the things you do, you do because you want to. You enjoy life. You have fun. You're in control."

There are occasions and places, like eating at the breakfast nook in front of the open kitchen, where you feel like you're ensconced in the best family home. The feel of *King Benji*, the crew, the service, that sense of it being both a stable base and yet a grand adventure: it's enough to put a smile on the face of the child in any of us.

For more on chartering King Benji, *scan the QR code or visit yachtkingbenji.com*

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Lost Yet Found

Boat Life

Celebrating exceptional style and design

Dive in

New for 2025: hot property in cold climes, Richard Mille's speedy new timepiece and a new super-luxe online marketplace... plus your ultimate guide to the Palm Beach polo scene

King Penguin bronze limited edition of 12 by Tobias Martin. £7,950, caloghan-finepaintings.com

Edited by Belle Rice

Ahead of the game

Rebecca Baldridge presents the insider's guide to all the action on and off the polo fields in Palm Beach and beyond

The US Open Polo Championship is the apex of the Florida winter season at the National Polo Center (top) in Wellington

Palm Beach evokes a kaleidoscope of images, from the chic boutiques of Worth Avenue and pristine beaches to a cavalcade of parties, fundraisers, dinners and beachfront cocktails. It might come as a surprise, though, to learn that one of the most glamorous highlights of the Palm Beach "season" is to be found 30 minutes inland. It is to Wellington, the self-proclaimed "equestrian capital of the world", that the glitterati flock to watch polo, the sport of kings. Whether you're a novice spectator heading there for the first time, or you're familiar with international matches and want to brush up on US traditions, here are our tips and tricks for making the most of the game.

The top tickets

There are two venues for high-goal polo in Florida: the National Polo Center (NPC) and the World Polo League (WPL). NPC matches are played at a 22-goal handicap. The US Polo Association, founded in 1890, owns the NPC, while the World Polo League was founded by polo patrons Melissa Ganzi and Bob Jornayvaz.

Both NPC and WPL principal matches are held on Sundays, although polo is played throughout the week. While favourite players or teams often dictate the venue choice, there are certain finals not to be missed. At the NPC, the most prestigious tournament is April's US Open Polo Championship. The final is invariably one of the most hotly contested matches of the season and is followed by a raucous after-party that sees the winning team tossed fully clothed into the club's pool.

There are fewer than a dozen 10-goal players in the world, and most of them are in Florida

The World Polo League, the only 26-goal polo league outside Argentina, is intensely competitive, with major tournaments including the Founders' Cup, the All-Star Challenge and the Palm Beach Open. For fans willing to travel further south, the WPL also sponsors the Beach Polo World Cup, in which top pros vie for supremacy on the sand in Miami's Collins Park each November.

The rules

Polo is a relatively straightforward game. While there are plenty of arcane rules involving fouls, there are only a few things spectators must know to enjoy a match. A high-goal game consists of six to eight chukkas, or periods of seven-and-a-half minutes each. Players are given handicaps

Winners of the 2024 US Open Polo Championship. Below and bottom: the place to be for dinner after matches is Kaluz in Wellington

Pick up the polo parlance

Understanding the announcer is key to enjoying a match, so get familiar with these terms:

POLO PONY
Actually horses, they are typically 15 to 16 hands in height. In high-goal polo, the intensity is such that a pony may play only half a chukka. Mid-chukka breaks may be allowed to change horses.

THROW-IN
To begin the match, each team lines up and the umpire throws the ball between them.

KNOCK-IN
After one team scores, the opposing team knocks in the ball to restart play.

RIDE-OFF
When a player has control of the ball, another player riding at the same speed may attempt to use his horse to push his opponent off the ball.

PHOTOGRAPHY: GLOBAL POLO ENTERTAINMENT (GPE); JON VAN WOERDEN; JOEL AUERBACH/GETTY IMAGES

Step out in style

The Anjuli nap dress, £170, hillhousehome.com

André linen shirt, £585, loropiana.com

Linen trousers, £250, lucafaloni.com

Gommino Bubble loafers in suede, £510, tods.com

Vittorio leather flat in sand, £550, jenniferchamandi.com

according to ability, on a scale from -1 to 10. A team's handicap is the total of the players' handicaps. Today, there are fewer than a dozen 10-goal players in the world, and you'll see most of them in Florida. A team of four players works to move the ball down the field, through the goal. After a goal, the teams change ends . The most important rule in polo is that of the line of the ball, or the direction the ball is travelling in. The player who wants to take possession of the ball is the one who can most quickly establish themselves on the line. Once established, this player has the right of way. Crossing the line and interfering with the right of way is the most common way to cause a foul.

Sartorial suggestions

In South Florida, colour is de rigueur. Men often sport brightly coloured trousers, and while a blazer is never wrong, it can be uncomfortably hot. Linen is perfect for the humid weather, and shorts are even acceptable with the appropriate footwear – loafers or Stubbs & Wootten slippers – and a linen shirt. For the ladies, lightweight dresses or a vibrant linen shirt are perfect choices, as are white jeans and a bright top.

Any don'ts in terms of fashion tend to centre around stiletto heels – and that's to never wear them. Polo, especially the half-time divot stomp, involves a lot of grass. Take a cue from the Princess of Wales and her love of wedges. Loafers, sandals with chunky heels or flats also work nicely. Finally, save the elaborate hats for Ladies' Day at Royal Ascot. A straw sun hat is appropriate and even necessary, but feathers and furbelows are strictly for the track.

Post-match hotspots

Since polo is a Sunday afternoon event, the after-party scene can be relatively quiet, although there are often drinks in the Mallet Grille, while the WPL has a DJ for a bit of post-match festivity in the VIP area. Dinner is the biggest attraction, with local Wellington hotspots Kaluz and Ollie's booking up fast after a match. *Rebecca Baldridge is the editor-at-large at* Equestrian Living

Super store

House of Assets founder James Ballard takes *Belle Rice* round his one-stop shop for ultra-premium purchases

With more than two decades of experience at the helm of some of the world's most well-known superyachts, James Ballard (*left*) has picked up a thing or two about the luxury shopping habits of boat owners and their friends. Putting his in-depth knowledge of this very specific market to good use and combining that with the connections that come from working within the yachting industry, the British-born sailor has spent 2024 creating House of Assets, an online platform and members club that aims to become the new go-to for whatever your heart desires: from fine art and high jewellery, to properties for sale and rent, to racehorses and whisky... and not forgetting yachts, of course.

Introduced to sailing in the 1990s through a family friend after he left school, Ballard got his first job as a superyacht deckhand in Antibes before spending time working in US waters. The initial aim, he says, was to spend a year or two on the water and then return to education – but life had other plans, and eventually he found himself made captain, a rank he stayed in for 18 years while working in a variety of roles including for members of the Qatari royal family, and latterly heading up the 85-metre Lürssen *Amatasia*.

Having formed friendships with yacht suppliers during his time on board, Ballard now finds himself doing business with many of the same faces as he grows House of Assets and its lengthy list of stockists. By way of organic introductions, he met Tim McIntosh, owner of luxury goods specialist Limelight Nova, which sells Dior, Fernando Jorge and Khaite, through an art dealer in London. He also got to know Harry Herbert of Highclere Thoroughbred Racing and jeweller Theo Fennell, both of whom signed up to supply the site's equine and gemstone offerings. "When James explained what he was doing I thought it was terrific," says Herbert. "If we can get our brand out there and introduce racing and ownership to a new audience then so much the better."

Of course, Ballard's yachting pals are proving helpful too, and he's currently in discussion with brokers and charter companies to get some of the biggest names in superyachting on the platform – on the day we speak, he's just come off 122-metre *Kismet* while she's been anchored on the Thames. "That's the kind of level we want to be on, yachting wise," he says. At the time of going to press, listings include the Cielo Estate in Beverly Hills (yours for $49 million), a £40,000 first edition of Ian Fleming's *Casino Royale*, a McLaren P1 GTR (POA) and an impressive array of collectible coins.

Ballard is confident that, in this age of digital fraud, he's got the security side under control. "All the vendors and partner sellers are established companies," he says, meaning that buyers can rest easy when it comes to due diligence. "The only asset class we allow anyone to list is artwork. We do work with art galleries and dealers, but I've also got specialists that we work with to verify authenticity and identification issues."

Next on the agenda? "We're aiming to open an office in Miami next summer, and then Dubai," he shares, explaining that key clients so far are based in the US, the UK and the Middle East. This placing of the House of Assets team in key locations is a strategic move that will ensure the business is front and centre of all the action, both on land and at sea. *houseofassets.com*

Current listings include the Cielo Estate in Beverly Hills, a first edition of *Casino Royale*, a McLaren P1 GTR and an array of collectible coins

PHOTOGRAPH COURTESY HOUSE OF ASSETS, MORE BOOK

Photo by Simon Watson

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Lofty ambitions

Ruth Bloomfield talks to property experts in London, Hong Kong and New York about the stratospheric demand for penthouse homes

They have sat at the very pinnacle of the world's super-prime property market for the past century. And despite a year of global conflict and political upheaval, penthouse apartments continue to shatter price ceilings all over the globe. These top-floor, top-drawer homes attract huge premiums compared to regular luxury apartments. Experts agree that if you want a status symbol home with wow factor and investment potential, then the only way is up.

Members of London's exclusive penthouse club include hedge-fund billionaire Ken Griffin, who recently spent a reported £100 million on the penthouse at The Peninsula London, a new building overlooking the grounds of Buckingham Palace. Not to be outdone, Russian tech mogul Andrey Andreev is thought to have spent £145 million on the penthouse (plus two adjacent properties) at Twenty Grosvenor Square in Mayfair.

For buying agent Camilla Dell, managing partner of Black Brick, this kind of high-rolling client wants more than simply a top floor flat. "It must have direct lift access – the lift opens straight into the apartment, not a lobby," she explains. "It is about privacy, but also about being unique, one of one. It must have amazing landmark views and decent, usable outside space so you can enjoy being at the top of the building.

"The best penthouses now have phenomenal architecture," Dell adds, "sweeping staircases, double-height atriums... a penthouse should have a real wow factor."

According to recent research by Knight Frank, penthouses cost, on average, 43 per cent more than ordinary apartments. "I would say 30 to 50 per cent more, depending on the building," says Dell. "And they should hold their value because they are so rare."

The whole concept of penthouses began on the west side of the Atlantic, in 1920s New York, where developers first began creating premium penthouse apartments. Today, Raphael De Niro, real estate broker at Douglas Elliman, believes buyers pay big money for amazing views. Buildings also need to be highly serviced, with a doorman and concierge plus communal spaces like playrooms and lounges.

Left and above: a penthouse on the market in this Frank Gehry-designed building enjoys excellent views over Victoria Harbour in Hong Kong

Penthouse prices vary depending on the location and quality of the building, but De Niro says buyers should budget between £33,000 and £99,000 per square metre. A regular apartment would cost £12,400 to £24,800 per square metre, representing a potential penthouse premium of up to 400 per cent.

Buyers are willing to pay more for a penthouse partly because of their privacy and views. "Wellness benefits like reduced noise, air and light pollution are becoming more important," says De Niro. "It's less about conspicuous consumption or having a public status symbol than 10 years ago."

Hong Kong is one of the highest-density places on earth, which means that clear views and outside space are hugely sought after, says Thomas

According to recent research, penthouses cost 43 per cent more than ordinary apartments

See, senior associate director, investment CEO Office, at Savills Hong Kong.

His buyers want an indoor/outdoor space to live in, plenty of square footage, high ceilings and breathtaking views, plus a well-run building with clubhouse amenities – and they'll pay a premium of "at least 15 per cent" to secure one.

They also want to show the world how well they are doing, of course. "Acquiring a penthouse is viewed as a status symbol, signifying wealth and success," says See. And in the long term he is confident these buyers will see a return on their investment, thanks to the scarcity of penthouses. "While each building may have around 50 to 100 standard units, there are typically only one or two penthouse units," he says. "Penthouses tend to hold their value better than other apartment types due to their limited supply and higher demand. Most penthouses are owner-occupied, making it rare for them to be listed on the market."

This London penthouse for sale is thought to have the city's largest terrace. Top: a 96th-floor penthouse on the market in New York City

ON THE MARKET

LONDON, £39.5 MILLION

A trophy penthouse at The Whiteley, a new conversion of a historic department store in Bayswater, this five-bedroom apartment has a 415m² terrace, thought to be the largest in London. The on-site Six Senses hotel provides everything from pet care to wellness treatments. *savills.co.uk*

NEW YORK CITY, $105 MILLION

This six-bedroom penthouse is one of the most expensive ever listed in the Big Apple and is the crowning glory of a 425m skyscraper at 432 Park Avenue. The 96th-floor home measures 767m², comes with a library and has spectacular views over Manhattan. *elliman.com*

HONG KONG, HKD600 MILLION

Set on a hillside at The Peak, this helical building was designed by superstar architect Frank Gehry. The open-plan five-bedroom penthouse measures 500m², and the 140m² roof terrace has a spa pool and panoramic views of the city and Victoria Harbour. *savills.com.hk*

PHOTOGRAPHY: COURTESY OF DOUGLAS ELLIMAN; COURTESY OF SAVILLS

The RM 65-01 timepiece was inspired by McLaren's W1, the car marque's groundbreaking successor to its F1 and P1 supercars

In 1993 the McLaren F1 was the first road car with a full carbon-fibre chassis. Richard Mille then introduced carbon nanofibre technology to watchmaking

Drive time

Richard Mille has created a watch to match McLaren's W1 supercar – and it's just as innovative, says *Simon de Burton*

Ever since the radical Speedtail was revealed back in 2018, McLaren fans have been looking forward to the follow-up in the marque's fabled Ultimate series of supercars – and it arrived during the first week of October when the wraps came off the even more extreme W1.

With its all-new, twin-turbo, four-litre V8 petrol engine married to an auxiliary electric motor, the £2 million W1 boasts a power output of 1,258hp, a zero-to-100km/h time of less than 2.7 seconds, and a top speed of 350km/h.

It's the most powerful and fastest road-going McLaren ever built, and deposits are said to have been placed for all 399 available examples – but buyers will have to wait until early 2026 for the first deliveries.

To keep them amused in the interim, McLaren's similarly high-tech watch partner Richard Mille has created a timepiece to complement the car. And, in horological terms, it is just as radical.

Two years in development and the fourth watch to emerge from the nine-year partnership, the RM 65-01 McLaren Automatic Split-Seconds Chronograph W1 has been designed to "reflect the character and features of the car in terms of its shape, materials and functionality". Powered by the RMAC4 split-seconds movement, the most advanced and sophisticated of the maker's chronograph mechanisms, the watch can record elapsed times down to one tenth of a second.

The 600-part movement sits on car-like chassis mounting rubbers and features Richard Mille's variable geometry automatic rotor that adjusts to the wearer's lifestyle and incorporates a rapid winding system – activated by an orange Quartz Thin Ply Technology button. This means the 60-hour power reserve can be fully recharged without using the crown.

But what's most special about the RM65-01 McLaren W1 chronograph is the case. Almost shrink-wrapped around the movement and measuring an imposing 43.84 millimetres by 49.94 millimetres, its shape is based on a bird's-eye view of the W1 and plays heavily on the car's "in and out" lines.

As a result, it carries an indented double bezel bordered by a polished surround made from grade-five titanium and fixed with Richard Mille's signature titanium spline screws.

With the equivalent depth of five Post-it notes, the bezel is the maker's thinnest yet

Made from Carbon Thin Ply Technology, the lower bezel measures just 2.3 millimetres at its thickest and 1.7 millimetres at its thinnest, while the upper part is the equivalent in depth to five Post-it notes – making it the maker's thinnest bezel yet.

Elsewhere, automotive features abound – such as the function selector crown, which operates along the lines of a manual gearshift by giving the option to choose between three different positions (W for winding, D for date or H for hand-setting).

The crown's shape, meanwhile, is based on the splines of the car's drive shafts and is made from grade-five titanium with a rubber coating in McLaren's signature papaya and a tip adorned with its Speedmark logo.

The watch will be made in an edition of 500, with the first 399 being offered to W1 buyers (complete with their car's chassis number engraved on the case) who have until February to claim them.

After that, any leftovers will join the other 101 watches and be offered for general sale. Although with a price tag of £282,000, maybe "leftovers" isn't such an apt description... *richardmille.com*

PHOTOGRAPHY: COURTESY OF RICHARD MILLE; PHILIPPE LOUZON

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NMMA IYBA STELLA ARTOIS Goslings informa markets

Faction x Prada Linea Rossa Prodigy 1.0 skis, £2,850, prada.com

Happy Holidays tote, £1,150, montblanc.com

Fusalp Judith striped knitted turtleneck sweater, £310, netaporter.com

Women's Adirondack Meridian hiker boots, £300, ugg.com

Dior and Lewis Hamilton ski helmet with visor, £1,600, dior.com

Hainets padded ski jacket, £1,800, moncler.com

Rectangular ski mask, £390, montblanc.com

Chamonix waterproof ski pants, £650, perfectmoment.com

Skiwear

Cool, calm and collected

What to wear this winter, whether you're hitting the slopes or simply heading to the great outdoors

Cashmere and shearling scarf, £1,340, chanel.com

Faction x Prada Linea Rossa ski poles, £320, prada.com

Black leather gloves, £1,400, chanel.com

Dior Alps belted puffer jacket with Plan de Paris motif, POA, dior.com

For men

Lora Piana Cardiff virgin wool-blend half-zip ski jacket, £2,520, mrporter.com

Verti First layer in light blue, £250, bogner.com

Hawx Prime 130 S BOA ski boots, £620, atomic.com

For women

Thermal Ski Panel base layer, £119, hollandcooper.com

Hainets padded weather-proof ski trousers, £880, moncler.com

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PHOTOGRAPHY: GEORGE BARKENTIN/CONDÉ NAST VIA GETTY IMAGES; ADOBE STOCK; BUYENLARGE/GETTY IMAGES

Countryside chic

For women

The Classic fine-brushed shirt in dusty pink, £120, withnothingunderneath.com

The Rambler Zip Heel jeans, £313, motherdenim.com

Silk Jersey polo shirt, £585, purdey.com

Wool mini kilt in navy, £325, serenabutelondon.com

Kristina cape in cashmere, £4,035, loropiana.com

T Vintage Sneakers in Suede, £915, tods.com

Pacino knit hat in cashmere, £380, gabrielahearst.com

Barbour embroidered padded shell jacket, £249, net-a-porter.com

Hackett x Hugo & Hudson large check dog jacket, £40, hackett.com

Barley Harris Tweed Nehru waistcoat, £355, sirplus.co.uk

Green cutaway collar standard fit flannel shirt, £175, newandlingwood.com

Cotton and wool pants, £940, zegna.com

Cable-knit zip-up in 2-ply cashmere, £345, lucafaloni.com

Carrington suede boots, £1,250, dunhill.com

For men

The Balmacaan men's coat in Bracken, £1,550, johnstonsofelgin.com

Virgin wool, cashmere and silk cardigan, £3,250, brunellocucinelli.com

credit missing, I found this online - KL

PHOTOGRAPHY: MARIO SORRENTI; ADOBE STOCK; NATIONAL MOTOR MUSEUM/HERITAGE IMAGES VIA GETTY IMAGES

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THE AGENDA

Your inside guide to the hottest tickets around the world this month. By *Belle Rice*

31 DEC

LE TI, ST BARTHS

Le Ti is known for its legendary parties, so count down to 2025 in style – and fancy dress, if you wish – at St Barths' celebrated cabaret bar. This year's theme? Denim & Diamonds, so mix your best western jean jackets with jewels to see in the new year. *letistbarth-sbh.com*

12–26 JAN

AUSTRALIAN OPEN, MELBOURNE

The ATP and WTA tours head down under in the new year, and with the recent retirements of three of the big four players, the men's trophy is up for grabs to a host of young pretenders, including Jannik Sinner, Jack Draper and Carlos Alcaraz. As for the ladies? Odds are on for Aryna Sabalenka, with Iga Świątek a close second. *ausopen.com*

22–25 JAN

THE INFERNO SKI RACE, MÜRREN

This year welcomes the 81st International Inferno, the world's largest amateur ski race, where 1,850 competitors hit the slopes in the hope of being the fastest to complete the 15-kilometre course in less than 15 minutes. Once the winners are declared, head to the all-race party held in Mürren's local Alpine Sports Centre and make fast friends with the Kandahar Ski Club set for a seriously good time. *inferno-muerren.ch*

THE WORLD ECONOMIC FORUM, DAVOS

Strategic intelligence, cybersecurity, AI and climate change are on the agenda at the annual meeting of the World Economic Forum as world leaders, business trailblazers and scientific innovators come together. *weforum.org*

15–19 JAN

24–26 JAN

SNOW POLO WORLD CUP, ST MORITZ

The world's only high-goal polo tournament to take place on ice, the Snow Polo World Cup bills itself as the social highlight of St Moritz – and it's not far off. Now in its 40th year, it's the place to see and be seen in the winter months. Nab a seat with a VIP ticket, which includes lunch, Perrier-Jouët and the best views of the ice. *snowpolo-stmoritz.com*

25 JAN

BURNS NIGHT

Raise a toast to Scotland's most beloved poet in style at the Fife Arms in Aberdeenshire. This quintessentially Scottish destination hotel celebrates Robert Burns with a traditional Burns Dinner with poetry readings and musical performances including a pipe band, followed by a ceilidh with Clachan Yell. *fifearms.com*

23 JAN – 2 FEB

SUNDANCE FILM FESTIVAL, PARK CITY

It's the Utah film festival's 40th birthday this year, and the Robert Redford-founded programme will showcase 90 features and 50-plus shorts across all categories. If you can't be there in person, you can watch online. *sundance.org*

9 FEB

SUPER BOWL LIX

The biggest American football game of the year comes to Caesars Superdome, Louisiana. It may be too soon to tell which teams will be facing off in New Orleans, but we know the best way to watch it: On the Fifty tickets include ultra-premium seats on the 50-yard line, VIP hospitality in the Crown Royal Club and post-game field access. *onlocationexp.com*

PHOTOGRAPHY: PAUL CROCK/AFP VIA GETTY IMAGES; DIA DIPASUPIL/GETTY IMAGES; MICHAEL OWENS/GETTY IMAGES; BRUNO PETRONI; SNOW POLO WORLD CUP ST MORITZ; SIM CANETTY-CLARKE; BORIS BALDINGER; GETTY IMAGES

Boat Life Edit

Your January survival kit

Numero Due rectangular aviator sunglasses, £290, sestini.com

Copenhagen Distillery whisky Raw Edition Batch No 4, £174, amathusdrinks.com

Milano weekly diary, £90, pineider.com

NIOD Multi-Molecular Hyaluronic Complex, £45 for 30ml, spacenk.com

Thé classic candle, £56, diptyque.com

Cuir de Connolly limited-edition fragrance, £295, connollyengland.com

PHOTOGRAPHY: GETTY IMAGES

By **Belle Rice**

St-Barth Yachting presents the new 85 Fly. Available Jan 2025.

Meet the St-Barth 85 Fly, a striking all-aluminium family yacht from Dutch boutique yard St-Barth Yachting. Exuding high-end luxury, her fabulous foredeck with pool, beach club with lounge bar and comfy cabins have the feel of a large family superyacht.

Come meet us at BOOT Düsseldorf
18-26 January, Hall 7A, Stand E15
Scan QR to visit st-barthyachting.nl

ST-BARTH YACHTING

Baydreaming in Turkey

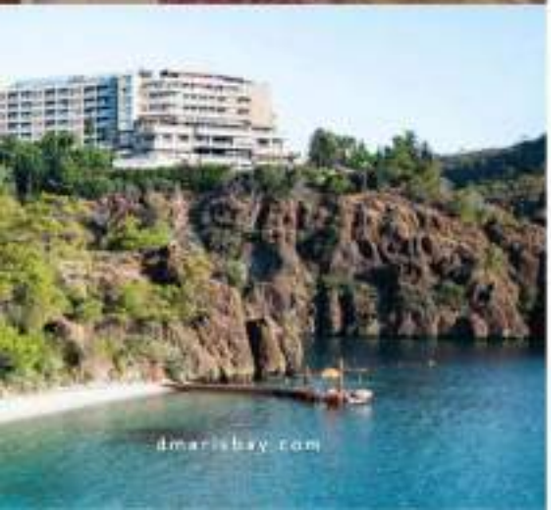
Tucked away along the pine-covered coastal hills of Turkey's Datça Peninsula, D Maris Bay resort is set to reopen for another spectacular season on 25 April

D Maris Bay is blessed with a wealth of natural coves and beaches, and stunning sea views from the luxury accommodation

D Maris Bay has been welcoming visitors from all corners of the world since 2012, whether for family trips, romantic escapes, wellness retreats or even work meetings and events. The resort offers a real flavour of Turkey's peaceful natural beauty, with stunning mountain ranges and lush forests that are home to elusive animals such as the caracal and Eleonora's falcon. The white-sand beaches of Datça Peninsula, meanwhile, are perfect for lazy days, where guests can spot sea turtles swimming and even basking monk seals.

The sheltered bay also makes it an ideal anchorage for superyachts, but for guests arriving by land or air, it's just 35 kilometres from Marmaris, 130 kilometres from Dalaman Airport and 155 kilometres from Milas-Bodrum Airport. Premium transfer options, including helicopter service, are available directly through the hotel to make your journey even smoother.

As you enter the resort, you are welcomed by classic Mediterranean tones of light-coloured granite and marble, with floor-to-ceiling windows that fill the airy interiors with natural light. There are



D Maris Bay's private beaches

THE BAY BEACH
A family-friendly haven right in the heart of the bay

SILENCE BEACH
A quiet, adults-only beach for serene relaxation

MARIS BEACH
Seaside luxury with a beachside spa treatment room and private cabanas

LA GUÉRITE BEACH
Beach club vibes come alive with shaded loungers, cocktails and a cool DJ soundtrack

MANOS BEACH
Sun, sea and food thanks to Manos, a Greek taverna serving traditional Mediterranean favourites

The sheltered bay makes it an ideal anchorage for superyachts, while guests arriving by land or air are just 35km from Marmaris

159 spacious rooms and 35 suites with a total of 196 rooms, including a duplex presidential suite and an exclusive villa, with mountain and sea views to enjoy from the comfort of a private balcony or terrace. The hotel prides itself on its warm hospitality, and guests opting for premium accommodation have access to a dedicated 24-hour butler service for personalised care and convenience.

The resort offers a wealth of amenities to enjoy throughout your stay once you've prised yourself from your opulent accommodation. There is an outdoor pool on the lower terrace, but the real show-stoppers here are the beaches: six private stretches of pristine white sand in the hotel's cove and overlooking a chain of islands, accessible by lifts for added convenience.

Wellness is at the forefront at D Maris Bay. Start your day with a morning walk or jog along the resort's scenic running track, or enjoy a workout in the fitness centre, complete with Technogym equipment and panoramic views above the bay. Fitness classes are also available, as well as access to the resort's tennis courts, where guests can enjoy personalised ATP- and WTA-level tennis lessons in partnership with LUX Tennis. For water enthusiasts, a range of sports – from sailing to wakeboarding – is offered, led by experienced professionals keen to help you enhance your skills. For those seeking complete relaxation, the on-site Mytha Spa provides a holistic, 360-degree approach to well-being, revitalising mind and body through an array of massage and beauty treatments.

As the sun sets, make your way to one of the hotel's premium restaurants, where a wide range of food and drink options cater to every taste. La Guérite, famous for its daytime and happy hour parties, serves Mediterranean favourites in a relaxed and welcoming setting. Manos offers a rustic escape with traditional Greek cuisine, while D Maris Kitchen is a versatile favourite, featuring a diverse selection of international dishes. For meat lovers, Nusr-Et specialises in dry-aged steak cuts that are sure to impress, or for a more refined dining experience, head to the award-winning Zuma for modern Japanese cuisine. After dinner, unwind in one of the hotel's lounges or bars with an aperitif or nightcap.

Building on the success of last season, D Maris Bay will continue its partnership with Christian Dior when it reopens in April 2025, featuring the must-visit Dioriviera-themed store. Whether you're in search of stylish beachwear or chic evening attire, the resort's boutiques – In-Formal and In-Formal Mare – offer a curated selection of summer collections, footwear and accessories from renowned brands such as Stella McCartney, M Missoni, Emilio Pucci, Moschino, Eleventy and more.

For more information about D Maris Bay's 2025 season, email info@dmarisbay.com or call +90 (252) 441 20 00. dmarisbay.com

YACHTS PRIVATE JETS HOTELS SPA'S HIGH END RESIDENTIAL LIFE STYLE

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Which launches made the greatest splash in 2024? Read on to discover more about the new entries on our list of the world's biggest boats

PHOTOGRAPHY: FEADSHIP

>>

DRAGONFLY

LOA 142.08m
GROSS TONNAGE 9,408GT
BUILDER Lürssen
EXTERIOR DESIGN Germán Frers
INTERIOR DESIGN Nauta Design

BIGGEST YACHTS IN THE WORLD 2025

This year's top yacht launch by a considerable margin is the Lürssen *Dragonfly* (formerly known as *Alibaba*), now the 13th-biggest yacht in the world. With a grey, angular hull and superstructure, she has a sober military look to her. Designer Germán Frers accentuated the effect with a raked bow, long and low aft deck and swept-back mast and funnels.

"The brief was simple," Frers says. "It had to carry 92 people – the largest number of persons, including crew, allowed on a vessel not to be considered a passenger ship. The principal did not have any specific demands, except for the stem angle, but he was looking for something original that would fulfil his taste."

A lot of sheer floor-to-ceiling glass is spread across four of the seven decks. Interestingly, the aft decks are glassed in, leaving relatively little exterior deck space.

Dragonfly is equipped with a hybrid diesel-electric propulsion system and controllable-pitch propellers. Electric motors geared to the twin shafts can be used to drive the boat slowly, boost the conventional engines or generate electricity for the battery bank. There is also an electric Azimuth pod drive for maximum flexibility.

Social areas amount to 2,000 square metres indoors and 1,000 square metres of exterior, all shaped by Nauta Design. President Mario Pedol says: "It's been an exciting four years of creative work, setting every minor detail of a project I would describe as an outstanding combination of atmosphere and unique lifestyle experience."

TOP 10 YACHTS BY GROSS TONNAGE

	YACHT	LOA (M)	YARD	GT
1	DILBAR	156	LÜRSSEN	15,917
2	AL SAID	155	LÜRSSEN	15,850
3	BLUE	160.6	LÜRSSEN	14,785
4	ECLIPSE	162.5	BLOHM + VOSS	13,564
5	AZZAM	180.61	LÜRSSEN	13,136
6	SAILING YACHT A	142.81	NOBISKRUG	12,558
7	A+	147.25	LÜRSSEN	12,532
8	OPERA	146.35	LÜRSSEN	12,518
9	DUBAI	162	PLATINUM	12,486
10	AL SALAMAH	139.29	LÜRSSEN	12,234

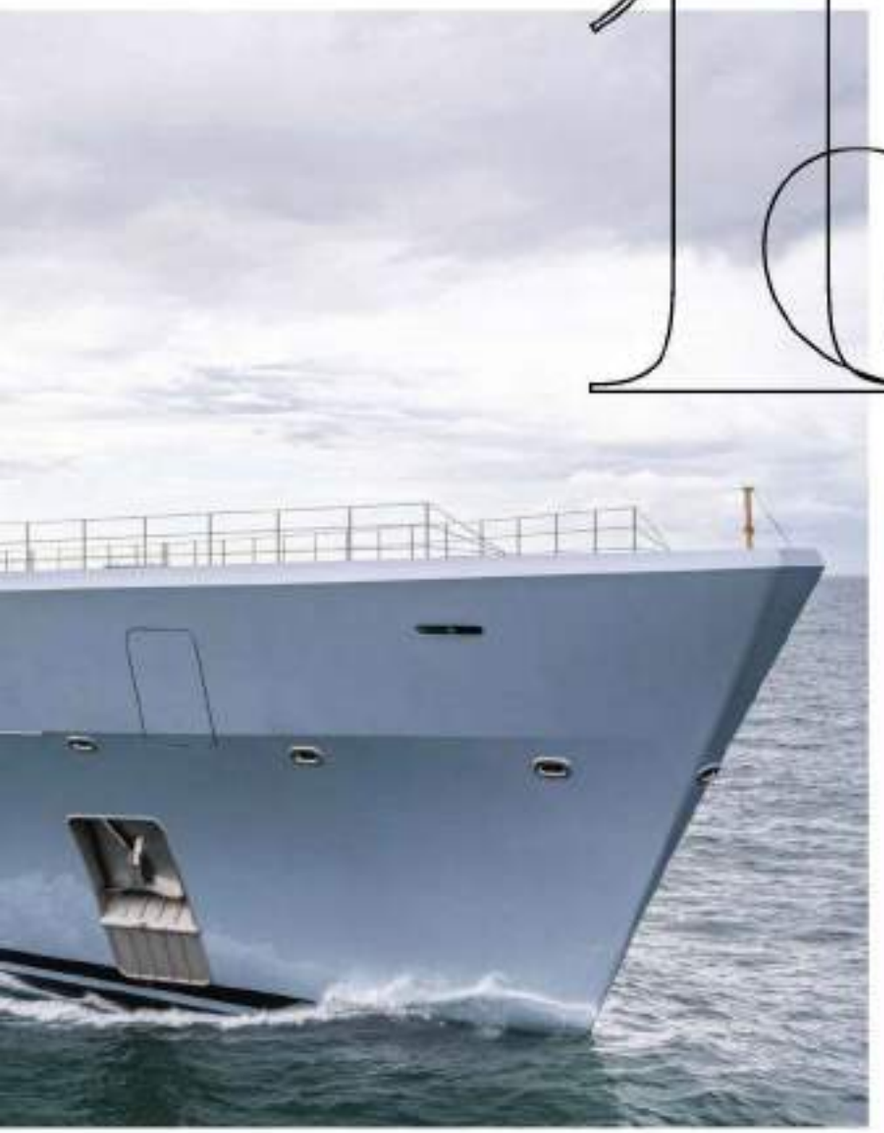
GERMÁN FRERS
Exterior designer

How did you develop the dramatic look of this yacht?
Many options were studied and developed during the two-year design process, while the interior volume was defined. A large number of 3D printed models were done, one for each version. Many good-looking, valid options were left in the dust. The character remained on all of them. I am satisfied we achieved a sober, elegant yacht that would survive the passing of time well.

Is 3D printing an important part of your design process?
Yes, 3D printing is a

PHOTOGRAPHY: KLAUS JORDAN; GUILLAUME PLISSON; ZELIMKA PEKIC

NEW IN AT 13



tool we use regularly at our office while doing new designs, both custom and production. The models are 65 to 70cm long but very exact and accurate from our 3D files. They give a very precise idea of the looks of a yacht. They help clients understand the exterior aesthetics and to understand regular drawings.

In the case of *Dragonfly*, I lost count of how many models we did – they are all in the hands of the principal or his representatives. Some were painted and finished by glueing prints of the AutoCAD 2D drawings on the decks of the printed original. But it's best to look at the raw models to get a clear message.

Three models were done to show exterior colour options alone. In some cases, we did duplicates of the prints for our own use, and have three of the ones done for *Dragonfly* left at the office.

TOP 10 SAILING YACHTS (EXCLUDING BOWSPRIT)

	YACHT	LOA (M)	YARD
1	**SAILING YACHT A**	142.81	NOBISKRUG
2	**KORU**	113.26	OCEANCO
3	**BLACK PEARL**	106.7	OCEANCO
4	**SEA CLOUD**	96.35	FRIEDRICH KRUPP GERMANIAWERFT
5	**MALTESE FALCON**	88	PERINI NAVI
6	**AQUIJO**	85.9	VITTERS/OCEANCO
7	**EOS**	82.6	LÜRSSEN
8	**SEA EAGLE**	81	ROYAL HUISMAN
9	**ATHENA**	79.25	ROYAL HUISMAN
10	**M5**	78.4	VOSPER THORNYCROFT

BN821

LOA 118.8m
GROSS TONNAGE 7,295GT
BUILDER Feadship
EXTERIOR DESIGN RWD
INTERIOR DESIGN RWD

BIGGEST YACHTS IN THE WORLD 2025

The largest yacht ever built in the Netherlands, and Feadship's flagship, BN821 went up for sale this year before she was delivered. As a ground-breaking hydrogen fuel-cell yacht, she pushes a lot of technical boundaries (*see opposite page*) and has garnered plenty of headlines. But the yacht's other features are also pretty impressive.

RWD has given the boat imposing, classic lines, with a heavily raked bow and an elongated S-shaped sheer line that divides the main and upper decks. There are sports courts and helicopter landing on the foredeck, while the main deck aft is devoted to an 8.2-metre pool with twin balustrade-style staircases down to a vast beach club. This connects through the transom to a wellness area enlarged by two fold-down balconies that hang just above the water. The pool itself has a moveable glass bottom and a separate hot tub.

Above the owner's deck is a sundeck with a hot tub forward, and outdoor dining and lounging aft under cover. A main-deck library, a cinema on the tank deck, and a cosy Nemo lounge tucked into the keel below the beach club complete the package.

An owner's party of up to 30 can be accommodated across 12 cabins, with eight dedicated to guests. Smart design allows those eight cabins to be combined into four more spacious VIP cabins when desired. The self-contained owner's deck, meanwhile, has two cabins of its own, and connects via a "vertical corridor" with a lift to private spaces on every deck – including a coffee corner, games niche and private dining room. There are also two staff cabins to support visiting experts, instructors and guides, as well as room for 44 crew.

NEW IN AT 36

ENGINEERING GREEN PROPULSION

The fuel cell is at the heart of Feadship's BN821 – or rather, 16 fuel cells are. Each one can generate 185kW by reacting pure hydrogen gas with air to generate water and electricity. Liquid hydrogen fuel is stored on board at -253°C in a vast cryogenic pressure tank which can hold four tonnes.

On paper, the fuel cells can produce nearly 3MW of power – enough to achieve slower speeds from the twin 3.2MW Azimuth thrusters for manoeuvring and short day hops. For longer passages – and to hit the boat's 17-knot top speed – the three 2.5MW MTU generators are needed, running off standard diesel or low-carbon HVO fuel. Acknowledging the limited global supply of green hydrogen, Feadship has engineered the yacht's fuel cells to run off liquid methanol as well – a more common, but potentially more polluting source of hydrogen.

The yard is still testing the range possible under hydrogen power alone, but it is unlikely to be more than a few hundred nautical miles. However, the fuel cells will certainly be able to cover the hotel loads which constitute as much as three-quarters of a big yacht's energy usage.

PHOTOGRAPHY: BJORN MIEROP; LURSSEN

CHARLIE BAKER
Director of RWD

Describe the feeling created by the boat's interior styling
From the outside in, the whole design philosophy of the interior was centred on being "a sanctuary by the sea". Winding from the bottom up, each deck takes you on an immersive journey through different levels of an ocean-scape. Natural materials such as travertine, fumed eucalyptus and leather lend texture and depth, while neutral tones create a soothing palette.

How complex is it to carve out an owner's section?
The GA has been created around a dual layout, featuring an owner's "core" and separate guest and owner paths to enhance privacy and comfort. We focused on creating a retreat for the owner. The dual flow allows them to move seamlessly through their personal spaces without overlap with guest areas, while also opening up when travelling with a larger group. Every deck of the owner's areas features intimate, inviting spaces where the owner can unwind, whether enjoying a coffee nook, reading corners or a private lounge and dining space. To execute this within the GA meant careful consideration of the crew flow and technical spaces, along with close collaboration with the owner's team and shipyard.

How do hull openings in cabins or guest areas affect design?
Having a good number of openings in the hull allows us to bring more natural light into a space and increased views outward. Too many, and the boat has little to no structure left in the hull sides. So there is a balance. We chose key areas that we felt would gain the views out floor-to-ceiling, and where the option to use side platforms as an extension of the interior space was critical. At the same time, we made sure these features are integrated into the overall exterior design; designing both the interior and exterior of the yacht allowed us to achieve this.

TOP 5 SHIPYARDS IN THE TOP 101

YARD	YACHTS
LÜRSSEN	34
FEADSHIP	14
OCEANCO	9
BLOHM + VOSS	6
BENETTI	3

>>

ULYSSES

LOA 102.6m
GROSS TONNAGE 2,999GT
BUILDER Feadship
EXTERIOR DESIGN Sinot Yacht Architecture & Design
INTERIOR DESIGN Sinot Yacht Architecture & Design

BIGGEST YACHTS IN THE WORLD 2025

Glass is always a dominant part of Feadship yacht designs, but *Ulysses* takes the material to new heights. Its top three decks seem to float on walls of glass, accounting for a large part of the 1,100 square metres used in the exterior alone. Feadship says this includes no fewer than 20 sliding doors and 12 windbreak panels.

Other superlatives associated with *Ulysses* include its four exterior hot tubs and eight hull doors, one of which spans 15 metres – the largest ever installed on a Feadship. The pool fills the entire height of the main deck and is accessible from the dedicated pool deck above. There is a touch-and-go helideck on the bow.

The owner, widely identified in the press as New Zealand's Graeme Hart, has owned Feadships before. His last yacht had an impressive 6,000GT interior volume, but *Ulysses* is actually around half that size. Feadship reports that the owner wanted a smaller yacht that was capable of fitting into tighter bays and harbours. And yet, the amenities had to be similar to the larger yachts. Feadship calls it "a masterclass in space planning and rule exploration".

One example of this principle in action is the engine room. Instead of the near ubiquitous two-tier technical space found on this size of yacht, Feadship's engineers managed to concentrate it into a single deck. The approach frees up more space for guest use and is being replicated across subsequent Feadship designs.

Designer Sinot's signature style can be seen in the large expanses of glass

Sinot has remained tight-lipped about its interior design, although Feadship has let a few details slip. It mentions six-metre-wide expanses of glass in the guest suites on the main deck, and lots of fully retracting glass doors. Not to mention a towering glass staircase and elevator in the main atrium. The bridge by Kongsberg is a work of futuristic design.

In total, accommodation amounts to 14 guests in seven cabins, attended by 20 crew. The yacht's MTU engines can push her to a top speed of 17.5 knots, while her 12-knot cruising pace gives her an impressive range of 5,000 nautical miles.

PHOTOGRAPHY: FEADSHIP

Q&A
AZURE NAVAL ARCHITECTS

What was your priority in this project?
The main focus for the project was to create as much luxury interior space as possible while keeping her just below 3,000GT. Opening up technical areas, such as the mooring deck and the rescue boat storage space, allowed for more interior space. By using gratings to cover these areas, the vessel looks like it is well over 3,000GT where it actually is approved at 2,999GT.

Are there any unusual features to the hull?
The stabiliser system consists of one set of XT fins and one set of MagLifts. The MagLifts are an addition to the fixed stabiliser fins to ensure comfort on board in rough seas.

What is the purpose of the hull openings forward?
The yacht's helideck has slide-out deck panels to increase the landing area by 44 square metres and give access to the heli hangar and refuelling capacity on the foredeck. After the helicopter has landed on the extended deck, the rotors are folded in and it is lifted down into the hangar, after which the hatches slide back into place.

TOP 5 EXTERIOR DESIGNERS IN THE TOP 101

	DESIGNER	YACHTS
1	ESPEN ØINO	16
2	TIM HEYWOOD	10
3	NUVOLARI LENARD	5
4=	WINCH DESIGN	4
4=	TERENCE DISDALE	4
4=	REYMOND LANGTON	4
4=	FEADSHIP DE VOOGT	4
4=	RWD	4

TOP 5 INTERIOR DESIGNERS IN THE TOP 101

	DESIGNER	YACHTS
1	TERENCE DISDALE	11
2	WINCH DESIGN	7
3	REYMOND LANGTON	7
4	FRANÇOIS ZURETTI	6
5=	ALBERTO PINTO	5
5=	SINOT DESIGN	5

>>

DRIZZLE

LOA 91.8m
GROSS TONNAGE 2,965GT
BUILDER Feadship
EXTERIOR DESIGN Sinot Yacht Architecture & Design
INTERIOR DESIGN Sinot Yacht Architecture & Design

BIGGEST YACHTS IN THE WORLD 2025

Despite the name, this yacht for a multiple Feadship owner has very clearly been designed for outdoor living in a sunny climate. One of its key features is its huge beach club, which occupies a quarter of the lower deck's length. Combined with two fold-down platforms, there is fully 165 square metres of water's-edge living space – a significant increase compared to the owner's previous 67-metre Feadship.

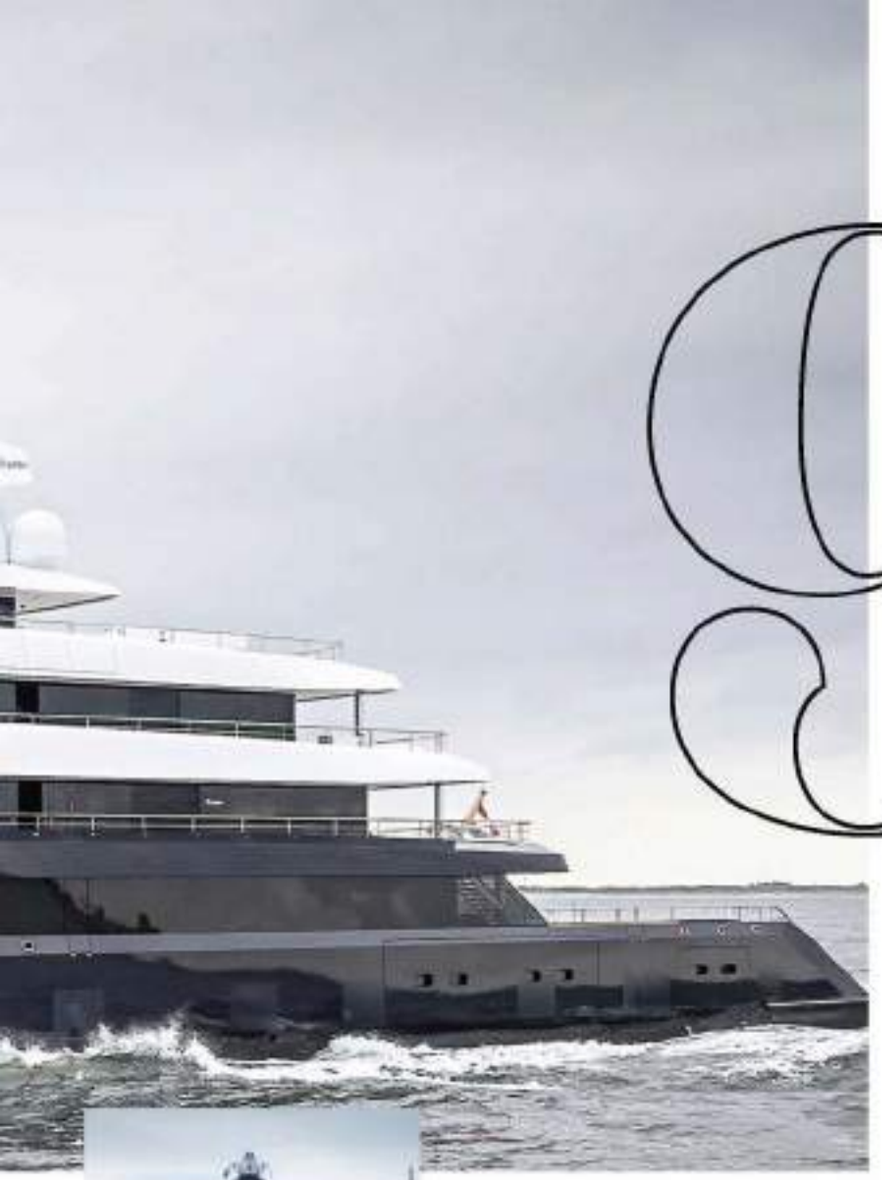
Feadship calls the boat a fusion of modern and classic because it blends deeply chamfered overhangs in the superstructure with a traditional flared bow. Reportedly built for a Spanish clothing magnate, who brought an unnamed design studio into the equation to work alongside Sinot, the shape of the finished yacht reflects the owner's detailed wishes, developed over many years of experience. Notable are the grand stairs that sweep up to the large pool aft on the main deck, which is unshaded by the deck above. A sundeck surmounts the superstructure, with a minimal enclosed area and a lot of open space for lounging.

Little is known about Sinot's interior styling – Feadship won't even confirm how many cabins there are. We do know that the guest suites are forward on the main deck – unusually alongside the "luxury" staff cabins. The owner's suite and a range of more intimate family spaces are split between the two upper decks, with crew below.

We also know that there is extensive tender storage space in a side-loading garage – enough for two 10-metre tenders and a ski boat. The final detail published to date is that *Drizzle* is Feadship's first boat built to Hybrid Electric Class. Twin 560kW electric motors powered by a huge 1MWh battery bank can be used to propel the yacht at low speeds, or recharge the batteries when the two 2,560kW MTU diesels are taking the strain. Electric range is limited, but cruising at 12 knots on diesel, she has a 5,000-nautical-mile range.

PHOTOGRAPHY: FEADHSIP; TOM VAN OOSSANEN

NEW IN AT 92



BEACH CLUB EVOLUTION

This owner's route to 91.8-metre *Drizzle* was via a 68-metre of the same name and 55-metre *Twizzle* – all Feadships. The evolution in the design of the aft platform over the 20 years that separate these three superyachts is striking.

The latest yacht devotes fully one quarter of the lower deck's length (around 23 metres) to a true beach club. The space is split between an open pool area surrounded with sunpads and seating, and a water's-edge swim deck, reached down a pair of grand, curving staircases. Two large hydraulic platforms fold away from the stairs and open out into wings on either side of the fixed bathing platform, creating a sun and watersports area that totals some 165 square metres.

Contrast that with 68-metre *Drizzle* (now called *Vassa*) from 2012. Here, the stairs are hidden in a towering transom and the beach club is a relatively compact area given over to watersports and enclosed on three sides. An imposing transom door swings open like a safe to reveal a toy store, but also impinges somewhat on the deck itself, such that there is really only room for a chair or two.

And for all its manifest beauty, *Twizzle* (delivered in 2005) features the sort of beach club you might find today on a 20-metre yacht, serving mainly as a way to access the water.

TOP 10 EXPLORER YACHTS

	YACHT	LOA (M)	YARD
1	**OK**	146	OSHIMA
2	**NORD**	141.6	LÜRSSEN
3	**SOLARIS**	139.7	LLOYD WERFT
4	**OCTOPUS**	126.2	LÜRSSEN
5	**J7 EXPLORER**	120	PT BAHTERA BAHARI
6	**MULTIVERSE**	116.15	KLEVEN
7	**LUNA**	115	LLOYD WERFT
8	**LE GRAND BLEU**	112.8	BREMER VULKAN
9	**RENAISSANCE**	111.85	FREIRE
10	**FALKOR (TOO)**	110.6	FREIRE

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BIGGEST YACHTS 2025 LAUNCHING IN

LOA: **194.9m** GT: **19,045**
Builder: **Vard**
Exterior designer: **Espen Øino**
Interior designer:
H2 Yacht Design

REV OCEAN

After several delays, the world's largest private yacht (by far) is scheduled for launch in 2025. Carrying 36 crew and up to 54 scientists, *REV Ocean* is far more than a floating villa. The boat has been designed from keel to mast to support ocean science, with labs, media editing suites, submersibles, a moon pool and more. She also offers superyacht-level accommodation for the owner and charter guests.

LOA: **134.2m**
GT: **9,000**
Builder: **Lürssen**
Exterior/interior designer:
unknown

DEEP BLUE

Long forward overhangs and four aft decks that descend like a flight of curved steps aft suggest a lot of enclosed deck space. If so, it hints at a hot, humid home port for Project Deep Blue, which supports online rumours of an Asian owner. The bare hull had huge windows for floor-to-ceiling glass, numerous openings for tender and toy garages and what could be signs of slide-out balconies on the upper deck.

LOA: **120m**
GT: **5,999**
Builder: **Amels**
Exterior designer: **Espen Øino**
Interior designer: **Zuretti Design**

TANZANITE

Breaking records not only for builder Amels, but also for the Netherlands, *Tanzanite* is a custom yacht with an exterior by Espen Øino. Sharp linear design combines with a huge glass area to give an impression of lightness. Zuretti Design's interior is all about restrained natural tones and elegant gold.

LOA: **111m**
GT: **4,999**
Builder: **Oceanco**
Interior designer: **Mark Berryman**
Exterior designer: **Espen Øino**

Y722

Destined for a life of scientific research, Oceanco's latest project will defy convention with a layout that brings crew and guests closer together – even combining a crew mess and dining room. Mark Berryman has penned an interior that will accommodate 22 guests and 33 crew. Innovative tech is a core part of future-proofing the design, which is also a step up in noiseless operation. Naval architecture is by Lateral Naval Architects.

LOA: **107m**
GT: **5,885**
Builder: **Lürssen**
Exterior designer:
Salt Ship Design
Interior designer: **unknown**

SHACKLETON

Expected first in 2023, then a year later, it is now clear that Shackleton (formerly Project Icecap) will be launched in 2025. Her 18.5m beam and towering X-bow create enormous volume for a yacht that looks designed for exploring. The exterior by Salt Ship Design features a large helideck and pool aft over toy and tender storage, which includes a capable motor launch. The interior designer is still unknown, but there are 10 cabins for 20 guests.

LOA: **102.7m**
GT: **3,420**
Builder: **Lürssen**
Exterior designer: **RWD**
Interior designer: **RWD**

JASSJ

While Lürssen has been secretive, owner's rep Moran Yacht & Ship has allowed itself a rhapsodic moment: "The launch of *JASSJ* is not just a milestone for our company but a landmark achievement for the entire yachting industry. It represents the unwavering pursuit of perfection, the seamless fusion of art and technology and the endless possibilities in the realm of luxury yachting." Further detail is promised upon delivery.

LOA: **101m**
GT: **unknown**
Builder: **Feadship**
Exterior designer: **Studio de Voogt**
Interior designer: **unknown**

BN1013

Looking every inch a modern Feadship, Project 1013 has a plumb bow, deceptively straight lines and decks that seem to balance on a wall of glass. There's plenty of space aft for a pool, and the hull shows signs of two tender garages, amidships and forward. There is speculation she is destined for the US owner of 100m *Moonrise*.

LOA: **100m**
GT: **2,999**
Builder: **Feadship**
Exterior/interior designer:
unknown

BN824

Built to Lloyd's hybrid class, Feadship's second big delivery of 2025 is likely to boast efficient diesel-electric propulsion. Little is known about the yacht's designers or her interiors. However, back in 2023 at her technical launch we caught a glimpse of a heavily raked "triangular" superstructure and an epic aft staircase filling the entire transom. There are many commonalities with 77-metre *Syzygy 819* (now called *P1*).

For more of 2025's most exciting superyacht launches, visit **boatint.com/2025**

PHOTOGRAPHY: CONCEPTS BY OCEANCO (SEE P108); TOM VAN OOSANEN; DESIGN TECHNO BV; LÜRSSEN; MARTIN OCEANCO; DE VRIES; TOM VAN OOSANEN; DESIGN TECHNO BV; LÜRSSEN

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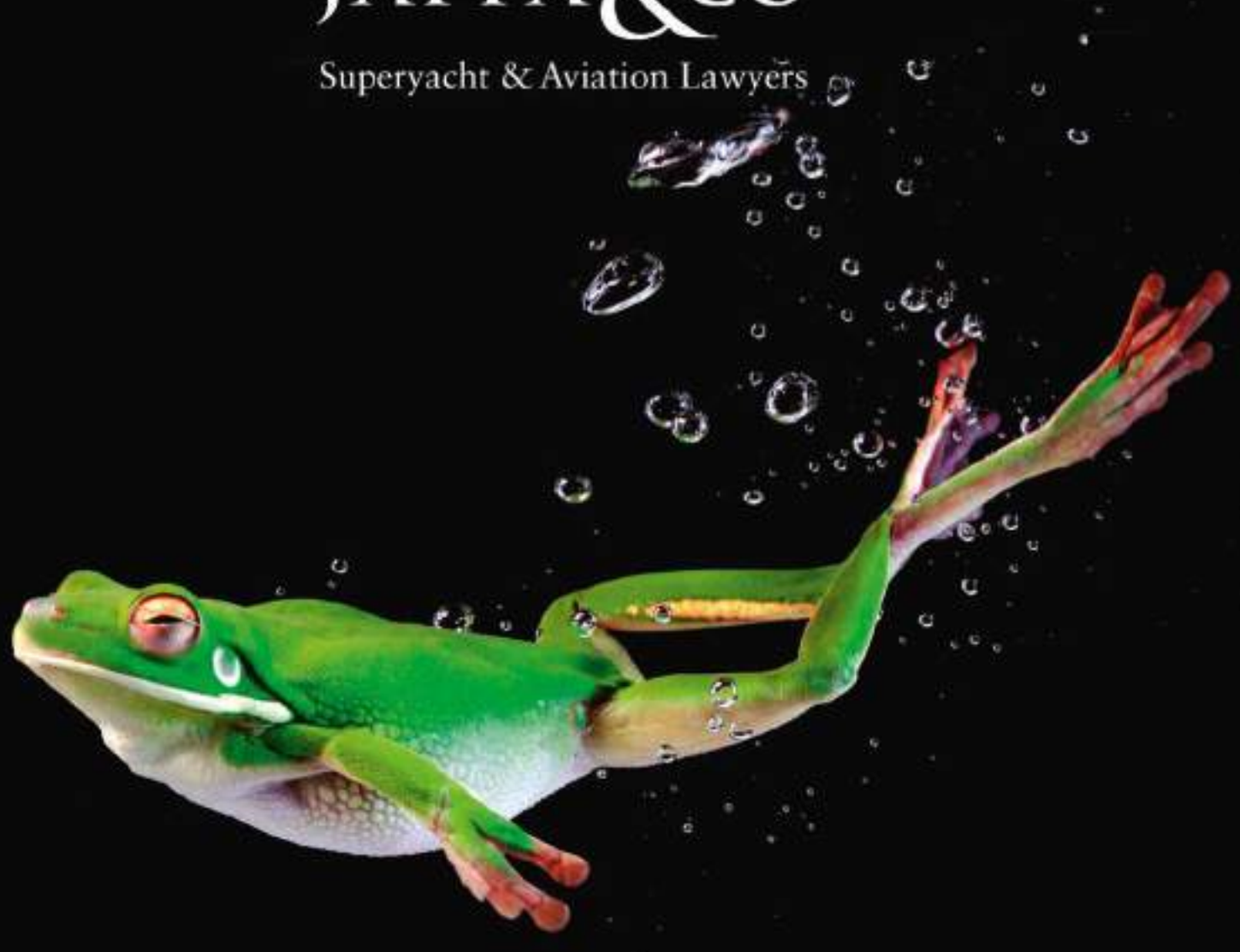

"I very much want to send a special thank you for all you have done. I am truly delighted. Simply this could not have come together without your guidance and advice. It was a complicated transaction and whilst I am no stranger to elaborate transactions with multiple players, this one was way outside my area of expertise."

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This month: from shipping to superyachting with Nikolas Pateras / sustainability efforts on *Seahawk* / Eddie Jordan's Christmas speech

Edited by Charlotte Hogarth-Jones

PHOTOGRAPHY: COURTESY OF OWNER

ON BOARD WITH

Nikolas Pateras

The eight-time superyacht owner and shipping magnate tells *Charlotte Hogarth-Jones* about his life on the high seas

● Nikolas Pateras begins our interview with an apology. "I'm sorry. I came straight from the yacht so I haven't shaved for two weeks. I look like a pirate!" he laughs. I wouldn't have expected anything less from the Greek shipping magnate and serial superyacht owner, who currently owns 65-metre motor yacht *Adamas V* and 32.7-metre sailing yacht *Wally B*.

Pateras has owned no fewer than eight superyachts in the past and has a penchant for one-of-a-kind boats. *Adamas V* was originally built as *Al Menwar* for the Emir of Qatar, and was then bought by a Spanish hotel tycoon, who circumnavigated the globe on her with his family. Pateras recalls seeing her in Greece as a youngster and being fascinated, even then, by her unusual appearance.

He previously owned *Adamas*, a 33-metre Benetti; *Adamas II*, which was built for the Emir of the UAE; *Gloria*, a ketch that he eventually sold to British businessman Peter de Savary; *Adamas III*, a 37-metre Cantieri di Pisa; *Adamas IV*, a 33-metre Cantieri di Pisa; and *Arionas*, a 40-metre that was built in the UK in 1967.

In fact, he explains, the only series boats he's ever bought were two Cantieri di Pisas, one 33-metre and one 37-metre, for his children. "They reminded me a lot of Ferraris because they had these beautiful lines and large side exhausts," he says. "When I first saw one back in the 1980s it belonged to the Libyan dictator Gaddafi! They have good speed... but then I couldn't stand them."

By this, he means he he prefers a more solid-looking boat, describing *Adamas V* as a "battleship". "We were out last week in six or seven gale force winds and she sailed like a frigate – it was fantastic!" he exclaims.

Clearly, Pateras adores spending time at sea. It's a good job, given it's been the cornerstone of his ancestor's business for five generations. When he was a seven-year-old child, his father, who ran the shipping company Pateras Brothers Ltd, would take him into the office on Saturdays.

"It was magical; back then you didn't have computers, you had big magnetic world maps that you put the ships on [to track them]," he recalls. "So I'd see we had a ship in, say, India, and I'd try to imagine what would it be like to be in India."

Playing with magnets was all well and good, as was ferrying around glamorous designers (a 14-year-old Nikolas once played chauffeur to Jon Bannenberg, having no idea who he was), but the acid test came when his father sent him to work

Adamas V, one of two yachts owned by Nikolas Pateras, is the fifth to bear the Adamas name

Right: Pateras's youngest son, John, on one of the two motorcycles on board

Above: Pateras's sailing yacht, Wally B. Below: celebrating the Greek Cup with Panathinaikos

Pateras in 1986 on the family fishing trawler

Vasiliki, one of the family's first sailing ships

"I've been through two important cycles during my career where I almost lost everything and then I rebuilt everything"

in his fleet as a junior officer in his teens. "I think more or less he looked at it as a punishment, because I was not what you would call a top student," he smiles.

With each assignment, he would present the captain with a letter from his father. "It didn't say 'Take care of my son,' it said, 'Treat my son like any other junior person on board,'" he says. "I didn't have any special treatment. People either love it or hate it. I loved it."

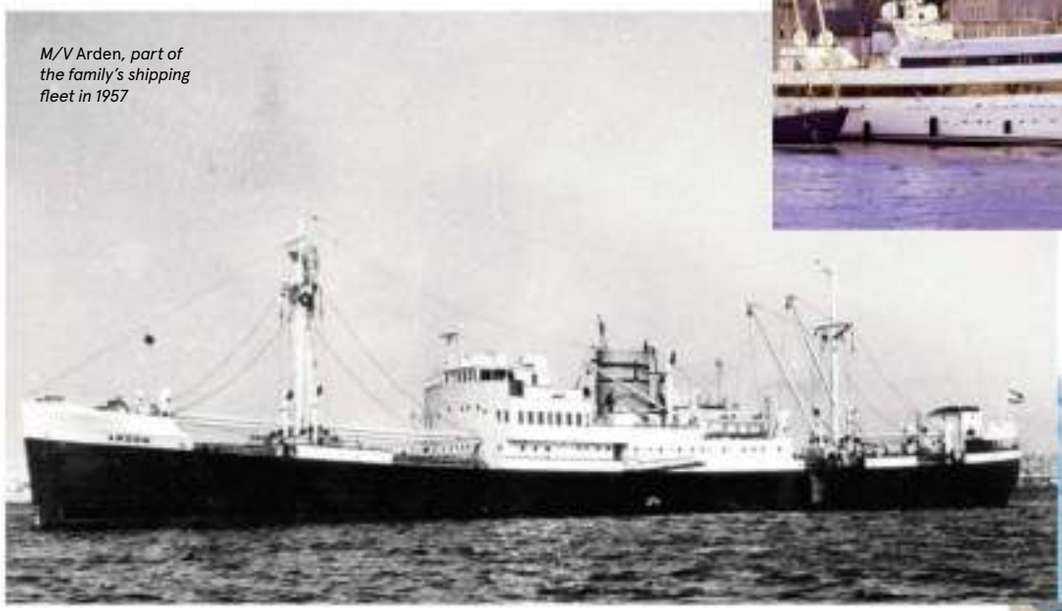
His first two voyages were particularly memorable – one was on a reefer ship between Florida and Turbo in Colombia carrying bananas for Chiquita, while the other was on a bulk carrier crossing from Durban, South Africa, all the way to Yokohama in Japan.

Today, he has the utmost respect for those who work within his fleet. "Especially during the Covid-19 period," he notes. "These are the people that kept the entire world alive and prevented the supply chain from breaking."

Shipping in his family runs back to Pateras's great-grandparents' generation. His grandfather passed away young, forcing his father to inherit the family business of just two cargo ships back in 1953 as an inexperienced 23-year-old. History would later repeat itself, with Nikolas's father, Diamantis, then handing over the reins to his son, Nikolas himself when he was also just 23. "I had uncles who were 60 and were not given the opportunity to sign a cheque!" he says with amazement. Now, he is in the process of handing the business down to the next generation once more, with his two eldest children, Anastasia, 27, and Diamantis, 24, working within Contships.

By any measure, Pateras has made a huge success of his life's work. "I've been through two important cycles during my career where I almost lost everything and then I rebuilt everything," he explains, "and I do feel the pressure sometimes." He estimates he's bought and sold close to 160 ships during his career.

"Yachts are a great escape – from day-to-day anxiety, from all the pressure from work"



M/V Arden, *part of the family's shipping fleet in 1957*

Above: Adamas V *in Hydra. Below: Pateras with Diamantis and Anastasia and the yachts*

He set up the well-known Pacific & Atlantic, which he created in 1993 ("my baby"), and by a stroke of good fortune sold 50 ships just before the Lehman Brothers collapse in 2008. Riding high off his success, he thought, "What the fuck?! Let me take a sabbatical," and took a break that included running Panathinaikos Football Club from 2008 to 2010 as chairman and shareholder, and winning the Greek Championship and Greek Cup.

He then entered the container ship market, establishing Contships Management in 2015. At the beginning, "it was hell", he recalls, "because it's a very closed market". Major players didn't take him seriously, so Pateras upped his fleet from three to 59 ships.

Over Covid-19, shipping firms boomed, with companies such as MSC making $66 billion in profit in three years. "A little of that money came to us," notes Pateras. And, what better to spend it on than *Adamas V*, and the refit that transformed her into his life's dream.

But of course, Pateras's love for yachting goes back to when he first began working on the ships. And, as much as he had a passion for the business, he had a passion for the boats. He bought his first *Adamas*, a Benetti, in 1990, moored it under the Four Seasons Astir Palace Hotel in Athens and lived on board. "My father and my uncle said, 'You know you're going to get some health issues here because it's humid, and it's not nice to live on the boat in winter,'" he smiles, "but the boat always relaxed me."

He'd invite colleagues, friends and family, but shied away from using the yacht as a business tool, something he maintains to this day. "A lot of people say that *Adamas V* is large, so why don't we charter it out? But I like to have my family photo frames, my personal belongings, everything in place," he says.

Having monitored the yacht, Pateras's moment to acquire her took place in 2022. She was on the market at a high price and needed a significant investment to refit her, so he held back on making an offer. As time went on, the owners reduced their price, and at last the deal was done. Pateras hadn't even stepped on board – just seen videos from the two inspections his team had done. "They told me, she's a very solid boat with not a spot of rust anywhere," he remembers. "They said, this is the kind of yacht that you can use to circumnavigate the globe."

His first move was to enlist designer Giorgio Vafiadis, who he'd worked with on previous projects. Vafiadis was quick to flag one of the boat's major issues, the 69 thick (eight centimetre) bulletproof windows that had to be replaced along with the frames. Not that he was shy of getting stuck into the project. "He said, 'Listen, since we're going to strip the whole boat, let's change the entire air-conditioning system – which was a big deal – let's put marble on all the bathroom floors [replacing carpets from the Emir's time] and let's change all the equipment, modernise everything," recalls Pateras. "So I followed his instructions. It was a substantial cost but it was worth it."

The yacht's interior and exterior are an unusual but "successful marriage", as he puts it. From the outside, with cranes extended, she looks "like some kind of warship", but inside her interiors are luxurious and contemporary, moving away from the silks and gold finishes favoured by her former owner to light woods and new lacquers.

The walls are adorned with attention-grabbing photography sourced via Condé Nast, but Pateras would rather guests admired his electric Citroën Ami, which takes pride of place on the top deck, alongside his two motorcycles and four jet skis. "People look at me and they say, 'Come on, you can't be driving these'", he laughs.

Pateras's focus for the yacht was ever practical. It's "a real family boat," he says, where no-one is afraid of messing things up. "Fuck that," he says, "we just want everyone to run around, enjoy the

Above: Adamas V*'s military-styled exterior belies her contemporary interiors. Left:* Wally B *at the Cyclades Cup*

around incredible monasteries ("Because I look like a priest!" he laughs), taking in breathtaking sights in Patmos, Oinousses and Tinos, which has "one of the most famous churches in Greece".

He bemoans, however, some of the effects that tourism has had on his homeland. "I like the fact that some places have been modernised, but the islands should protect themselves," he notes. Take Santorini and Mykonos. "Greeks don't visit anymore because there are 90 per cent tourists and 10 per cent Greeks – plus the passenger ships bring in 5,000 to 6,000 people a day and cause havoc..."

Pateras dreams of doing a circumnavigation, but for now his priority is his foundation, which is "doing a lot of work for schools, hospitals and churches in Greece".

When we speak, he is planning an ambitious cruise with both yachts – *Adamas V* housing the adults, and *Wally B* filled with their children and friends. It's clear that *Wally B* isn't his favourite of the two boats, I joke, and he laughs in response, "Not at all! I think that what I've realised over the last 30 years is that kids want to be independent. This was my first experience with *Gloria* in 2004, I put 10 kids on [her] and they felt like kings..."

Pateras's enthusiasm for yachting is contagious, and it's hard to imagine that those on board won't soon share his passion. "Yachts are a great escape – from day to day anxiety, from all the pressure from work," he says. "I only wish I'd been able to use the yachts that I've had during my lifetime more often."

"We just want everyone to run around, enjoy the boat, children to jump from here to there... that's what boats are for"

boat, children to jump from here to there... that's what boats are for."

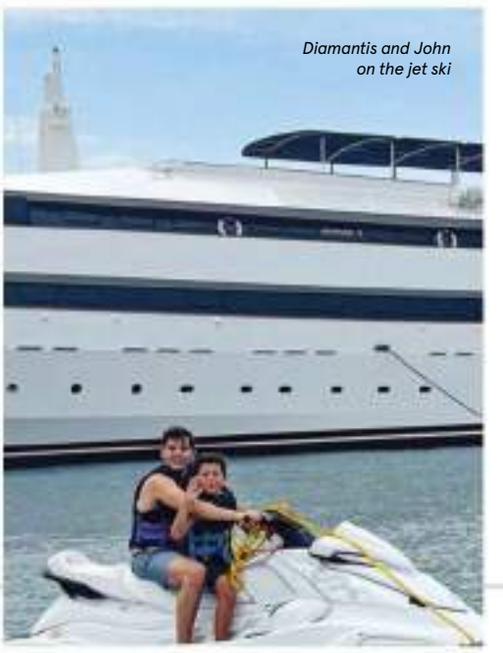
The yacht's huge transformation took only nine months at Restis Hellenic Shipyard, halving the predicted timeframe. "I think I am an easy client because I know what I want," Pateras notes.

Safety is paramount for him, and a lot of his requests were to make things more practical. He changed the position of the tenders, previously stored vertically, for example, to make using them more straightforward, and moved all the safety equipment from the sundeck to places where it would be easier to access, filling the void with a lounge area and spa pool.

At night, he's insistent on having a double watch, and if the boat's underway, he'll always be found up on the bridge. "In shipping I've seen a lot of accidents happen. We've had ships run aground because they've lost their anchor. We've had fires because the engine crew were not on watch at night. So all these things have made me very safety conscious," he explains.

It seems Pateras has reimagined *Adamas V* exactly how he had hoped. Does he really need *Wally B*, I ask? "Why not? I love having both," he says. His weekends are happily spent travelling from Athens to visit the yachts, discussing plans with the captains, upgrading bits of kit and mulling over potential new additions.

He enjoys exploring Greek islands such as Hydra, Spetses and Patmos, and at the beginning of last summer he themed his cruising itinerary



Diamantis and John on the jet ski

PHOTOGRAPHY: COURTESY OF OWNER; FRASER YACHTS; KURT ARRIGO

Barry Minoff provided the party venue – his private waterfront residence

Carla Guilhem

Garden party people

Friends and guests mingled at our Owners' Club Garden Party during the Fort Lauderdale International Boat Show

Ira Levenshon and Stewart Campbell

Troy Haygan, Monica Pepescu and Micheal Baughn

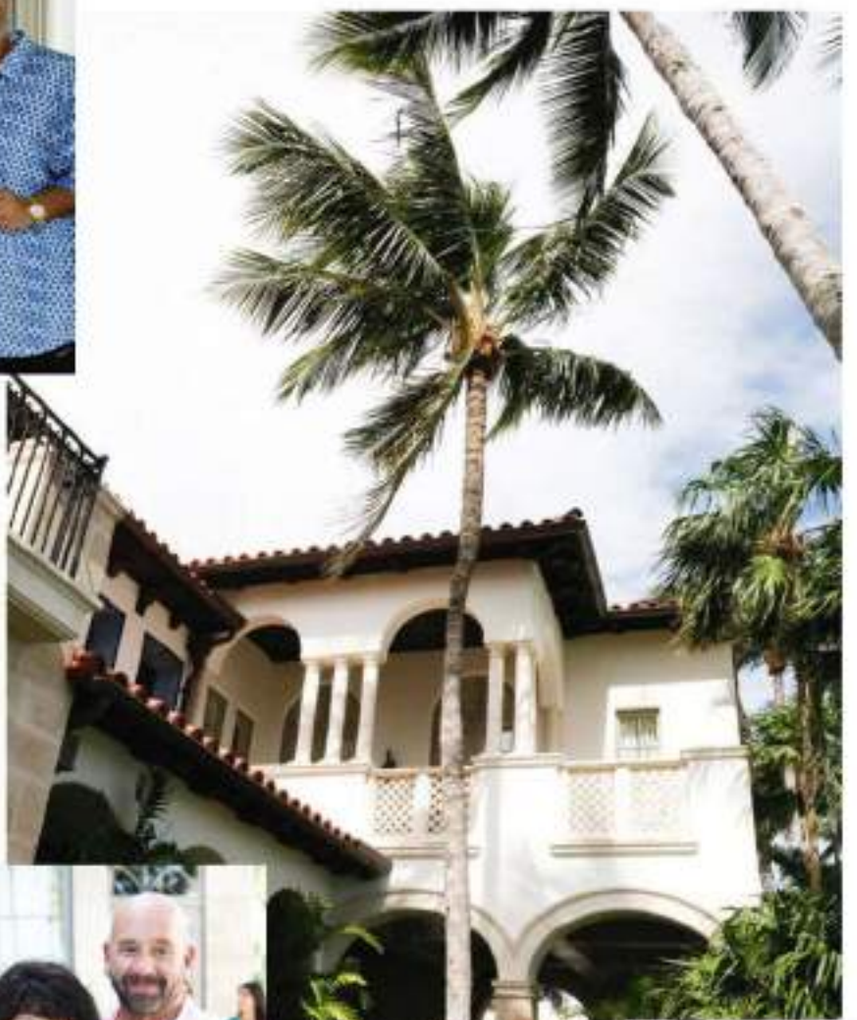
Above: Jack Botti.
Below: Jim Glidewell and guest

Above: Ellie Malouf, Oli Riley, Ewan Quince and Ian Flanagan. Right: Steve Breitman and Randy Beth Breitman

Louise and Matthew Baxter

Above: Stewart Campbell, Barry Minoff, Blessing Ndem, and Fred and Hallie Burton

Above: Alicia Dahill, Herbie Wertheim, Jack Botti and Jacelyn Botti. Below: Bob Eichler, Greg Oram, Mark Sager, Stewart Campbell, Richard Raper and Helen Porter



Right: the Bermuda Tourism Authority team: Jamari Douglas, Tracy Berkeley and Mark Soares

Left: Cheryl and Michael Weiss. Right: Kevin and Teresa Jaffe

Rose Damen, Jan van Hogerwou, Michel Caens, Harry Warburton and Shayne Smith

With thanks to our annual partner the Bermuda Tourism Authority, and event partners Carla Guilhem Design, Voly, Amels and flyExclusive

My Life in Boats

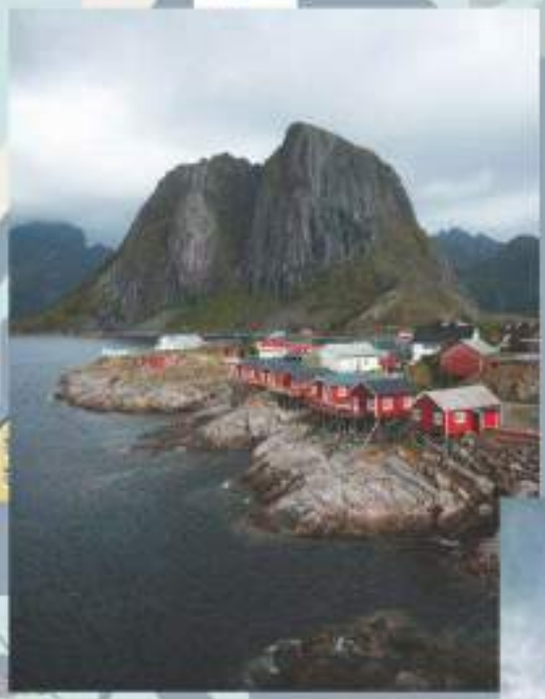
Cheryl Drury, owner of 42-metre Jongert *Abide*

My husband, Bill, and I don't have a typical sailing background. Our first-ever sail was a BVI charter in 2017, and by day four we were thinking we'd like to own a yacht because **it was the greatest vacation we'd ever had.** I fell in love with seeing the world at a slower pace, from the same vantage point that people have had for thousands of years.

In early 2018, we bought a 19-metre charter cat called *Callista*, which we enjoyed from the BVIs to Grenada until Covid-19 stopped us, which forced us to take stock: **when the world opened back up, what did we want to do?** The answer was big blue-water sailing. So we bought a 42-metre Jongert, which we took to Front Street Shipyard in Maine for a 21-month refit. The finish line was in January 2024 when she sailed to our home in Charleston, South Carolina. She spent this past summer up north. New York Harbor was one of my dream destinations. *Abide* is back in the Caribbean now, and will head to the Med for the next two summers.

Another **one of my dreams is to go through the Panama Canal on my own boat.** But we're all a bit afraid that once we head to the South Pacific there will be no coming back; it's going to be so awesome.

Interview **Kate Lardy**



Owner of *Akula*
Length: 59.4m
Year: 2024
Location: Portsmouth, UK

You've done a huge amount in your first season. Do you know how many miles you've logged?
We have covered 8,350 nautical miles, visiting seven countries: Italy, Greece, Turkey, Spain, Portugal, France and the UK. We spent 90 per cent of this time either sailing or at anchor. The main ports we visited included Olbia, Naples, Kephalonia, Crete, Rhodes, Bodrum, Palma, Gibraltar, Vigo, Bilbao, Nantes, St Malo, Plymouth and more... My wife and I were on board for most of the season, sailing for more than 20 weeks

From all the countries you've visited in 2024, can you pick a favourite?
It's a very difficult choice – each country and area was incredible. From the fantastic food and art in Italy to the ancient ruins in Turkey, the great kayaking spots in Portugal and Galicia (Spain), and the amazing offshore excursions in Brittany and Cornwall. The memories, like the wonderful people we met along the way, are unforgettable

What inspired the decision to take *Akula* to the UK? And where was the best fish and chips?
The UK was one area we'd never explored before. It was incredible, if you can tolerate the rainy days. There's so much history and natural beauty, and it's probably one of the best places for river runs by tender. The tides can sometimes be a challenge, but with experience and good preparation, it's all manageable. The best fish and chips? Rockfish in Dartmouth! A lovely lady called me "my love", and the chips were unlimited!

What are your plans for this winter?
Akula will stay in Portsmouth for maintenance and preparation for our 2025 polar region trip and scientific research support

What can you tell us about that trip?
We're still defining the precise route, but we expect to visit Scotland, the Faroe Islands, Norway, Iceland and Greenland. After that we'll head down the East Coast of the US, aiming for the Caribbean and ultimately Central America

Has anything surprised you about *Akula*?
Yes! The yacht's diesel-electric system is so quiet that you hardly notice when she's moving – there is no vibration or noise. Her fuel consumption is impressively low, giving her an autonomy of more than 10,000 nautical miles

Has she had to tackle any big seas on this grand shakedown?
We were lucky not to encounter major rough seas. The only exceptions were some areas in Greece and the Balearic Islands, where we faced winds over 60 knots and waves over 2.5 metres. *Akula* handled these conditions brilliantly

You've been to some ports that don't get a lot of superyacht traffic. Did she attract a lot of attention?
Yes, once you leave the Mediterranean, you don't see many yachts. We often ended up featured in local media or on Instagram

After spending so much time on board, is there anything you would now change?
For long voyages "simple is better". With Starlink, there's no need for overly sophisticated AV systems since everything can be streamed. A dedicated crew gym and a safe, reliable way to board from a tender in rough seas are essential features. For northern cruising, all exterior furniture should be high quality and securely fixed

Read more about Akula on page 140

Members' Logbook

An epic shakedown cruise and activism in the South Pacific – two busy owners share their adventures

Adam Alpert
Yacht: *Seahawk*
Length: 60m
Year: 2013
Location: Arafura Sea

You've had a busy season!
We've been cruising the South Pacific all year. We spent some time in the Solomon Islands more recently, helping to secure approval for a new Locally Managed Marine Area (LMMA) near Munda, New Georgia Island. We hosted all local stakeholders on board the yacht and assisted in the formulation of a new MoU detailing the boundaries of the new protected area and rules for enforcement

Why was it important to protect this area?
It is here that much of the territory's fish spawning occurs. But like many of the world's marine environments, overfishing has led to a significant reduction in fish stocks. Despite some rules limiting harvesting, lack of formal federal government endorsement combined with poor enforcement of existing restrictions has served to accelerate the decline

How does a superyacht like *Seahawk* help?
Part of the explanation is that the boat's stature served to enhance the gravitas of the moment. The crew put on a very regal event for our emissary guests. My wife, Gisela, and I also helped guide the principals involved to create the memo. Mostly, though, the yacht reinforced the point that protecting marine life equals improvement in diversity and fish stocks, which in turn equals economic benefit across all sectors and enhanced tourism (eg more superyachts visiting)

Have you done anything like this before?
Seahawk's science and community outreach work has ranged from building a new puppy facility for the Bonaire animal shelter to studying whale shark migration around Darwin and Wolf Island, Galápagos. The yacht has served as a platform for many scientific studies including research to understand the migration patterns of giant pelagic mantas in Socorro, Mexico, and tiger sharks transiting the Tuamotu islands. The boat has also performed as a benefactor for support of coastal community school systems, sponsoring both the Swim & Sail programme created in San Cristóbal, Galápagos, and computer learning initiative implemented at the Makemo Arikitemiro Primary School in the Tuamotus

Where are you heading next?
We are presently about 200 nautical miles north of Cairns, Australia, en route to Tual, Indonesia. Once there, in collaboration with Yacht Aid Global, we will be supporting a science project focused on the study of pupping grounds for both reef mantas and walking sharks. Everyone on board enjoys getting involved in these projects, and my hope is other yacht owners will be inspired to do something similar

Map Jing Zhang

PHOTOGRAPHY: GETTY IMAGES, COURTESY OF OWNER, BENOIT DESCHANSUE ON UNSPLASH, FUNKLAMP/STOCK PHOTO, CHERYL BRURY PHOTOGRAPHY, ANDY SOLOMON/USGA/GENERAL IMAGES GROUP VIA GETTY IMAGES

Lippy from the Liffey

From unwanted mittens in Ireland to family fun in the Caribbean, *Eddie Jordan* knows what makes the best gifts at Christmas. But when he's giving his opinions on F1, the gloves are definitely off

I grew up very modestly in Ireland so at Christmas any present was a good present. My mother would always say, "You've got a pair of shoes to go to school with and a pair of shoes for Sunday Mass, so count yourself lucky." Socks, shirts, beanie – whatever was under the Christmas tree, I was generally pretty happy with it. I did have one aunt, however, who would always buy me a pair of gloves. Every single year. It can get cold in Ireland, but I really didn't need a new pair of gloves every Christmas. I would always make sure to wear them when she was around, however. I'd get a clip round the ear if I showed any ingratitude.

I've always said a great present shouldn't be about what you spend on it. This year, the biggest gift is being around my grandkids. There are seven of them now, so thank God Marie takes on all the gifting duties. I sometimes tell the stories from the old days, like when my family first moved to the UK and there were signs on some pubs saying, "No dogs or Irish". Imagine that! We just ended up building our own pubs and everyone was welcome.

If there's one thing I'd ask you all to give yourselves this year for Christmas, it's a health check. Don't wait. I've had a bit of a roller coaster ride this year with my health, so I can speak from some experience. What modern medicine can deal with now is incredible and it's even better if issues are picked up early. For men of a certain age, a PSA test for prostate cancer is a must. Even if that ultimately means you have to get a camera shoved where the sun don't shine, it's all worth it. I'm in London at the moment for further tests, which will continue when I head down to the warmth of Cape Town for Christmas and New Year.

I remember some classic Christmases from our time on various yachts. My favourite memory was from a few years ago. We took the whole tribe to the Caribbean, so we had to charter a second yacht to run alongside my Perini, just to accommodate everyone. We loved being around Antigua, and drinking too much at Jacqui O's beach bar. We all got dressed up as pirates for Christmas Day and blasted each other with water pistols, fighting boat to boat. One of our captains dressed up as Santa and dragged all the kids behind the tender in a big rubber ring, trying to topple them out. We've been basically everywhere, but Christmas in the Caribbean is hard to beat.

By the time you read this, the Formula 1 season will be over, and I have to say it's been a sensational year. There's been lots of driver changes, some of which I approve of and others I definitely don't. What was Ferrari thinking getting rid of Carlos Sainz? What Max Verstappen did in Brazil, meanwhile, was pretty mind-blowing. In my 30-odd years of motor racing, I don't think I've seen a better drive than that. I've been critical of Lando Norris in the past. He's got the speed but he needs that total and absolute determination. He's got 99 per cent of everything he needs but he must hone his killer instinct. It's not about bravery, it's about being able to screw over the other guy. It's harsh, but true. Max will put his car in positions to intimidate you and then he'll pounce. That's what will make him world champion again. Norris could pull off some incredible drives and this prediction could blow up in my face, but I'd put good money on Max getting over the line.

One thing I'd ditch for next season is the Drag Reduction System (DRS). I hate it. It's fake. There was no DRS at the Brazilian Grand Prix and that was the reason it was so good. I wonder if the F1 gods are listening. They could give me the best Christmas present by chucking it out! ◻

Eddie Jordan's fee for this column has been donated to charity

Illustration Jon Rogers

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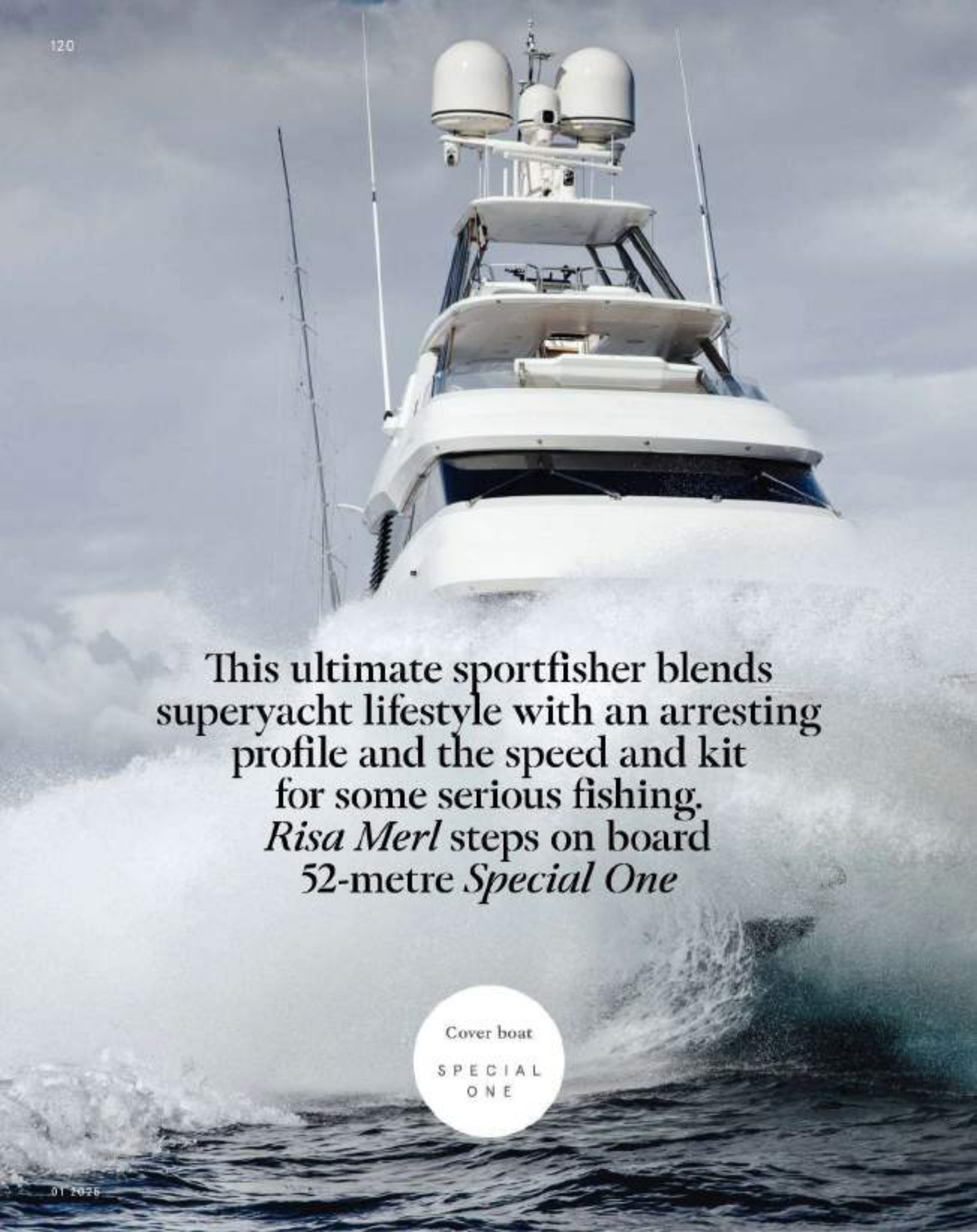
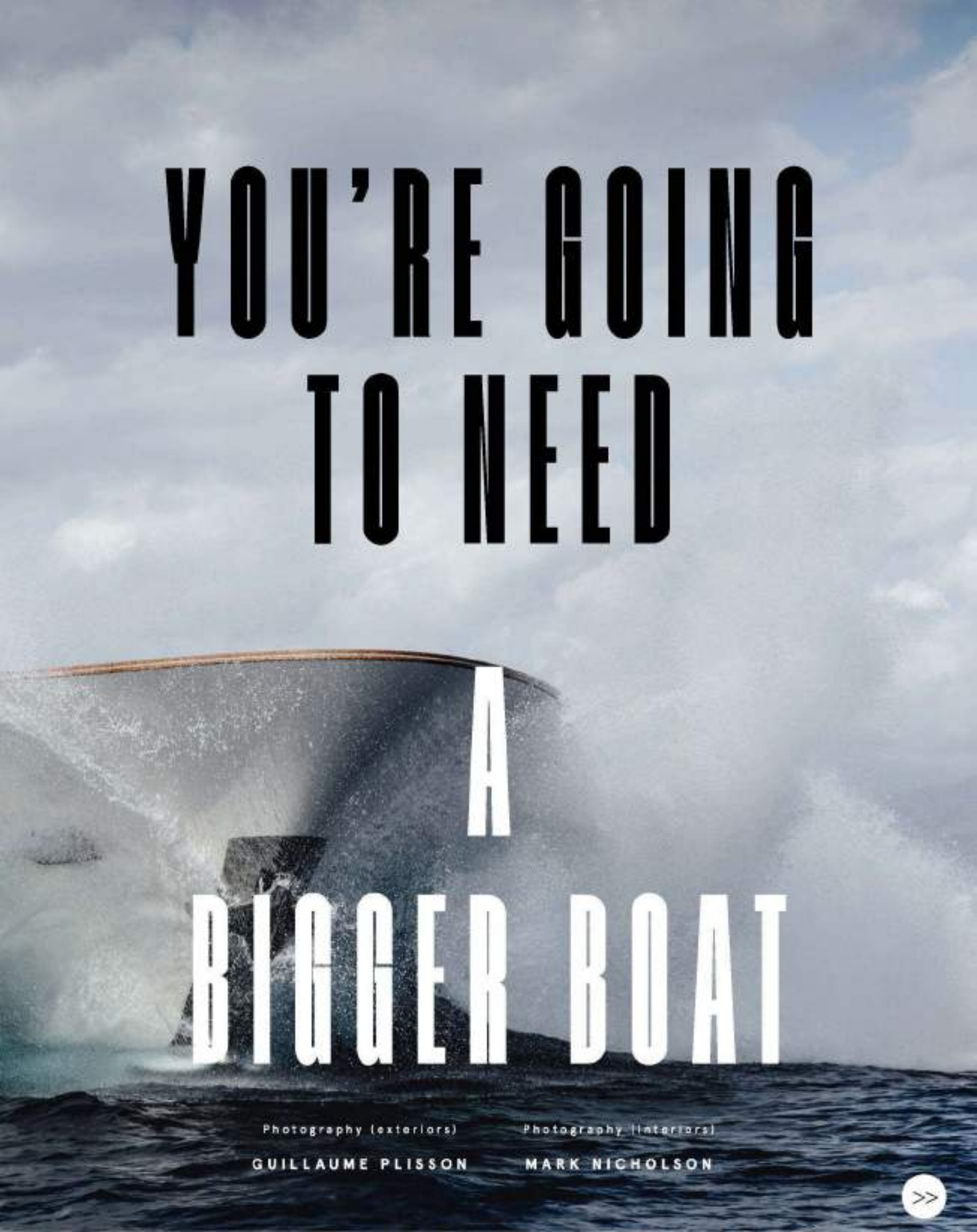


This ultimate sportfisher blends superyacht lifestyle with an arresting profile and the speed and kit for some serious fishing. *Risa Merl* steps on board 52-metre *Special One*

Cover boat

SPECIAL ONE

YOU'RE GOING TO NEED A BIGGER BOAT



Photography (exteriors)
GUILLAUME PLISSON

Photography (interiors)
MARK NICHOLSON

150+

Total number of custom Focal speakers

The bow lounge design evolved to become a fully outfitted entertainment area with an immense sound system, DJ set-up and al fresco cinema. Steps from the flybridge (above right) lead to the tuna tower (opposite page, centre)

Special One *has an impressive turning radius and she can take full rudder at full speed without heeling more than 3.5 degrees*

"She's a sportfisher on steroids," says Captain Phil Parker-Larkin of the 52-metre Royal Huisman motor yacht *Special One* as we stand staring up at her lofty frame dockside in Southampton. With an immense fishing cockpit, elongated foredeck, sharp bow entry and six decks topped by a 12-metre-high observation tower, there is no mistaking *Special One*'s intended purpose as a sportfishing machine. But besides racing out to the fishing grounds at 30-plus knots and being able to back down on a fish as nimbly as a boat half her size, *Special One* was also built to serve as a comfortable superyacht for an ever-growing, multi-generational family. Assets such as a pneumatic lift serving three decks, an outdoor cinema and a high-spec sound system speak to her luxury credentials.

The owner, a passionate fisherman, has a Viking 92 that he's enjoyed using with sons, grandchildren and friends for years. "His passion gave birth to the concept of building a true sportfisher in a superyacht format... a boat that can accommodate the entire family on large expeditions and perform as a serious platform for big-game fishing. Everything grew from there," says Lydia Pascarelli of Pascarelli Consulting, who served as owner's representative, working with Bush & Noble and Hampshire Marine.

>>

45CM

width of cap rail around fishing cockpit

And grow it did. *Special One* is the largest true sportfishing superyacht of its kind. While there might be other superyachts capable of casting a line, none have the unmistakable sportfisher profile, high-performance capabilities and fishing equipment complement as *Special One*. "Due to the magnitude of scale, with her true sportfish proportions she becomes iconic," says Bart Bouwhuis, co-creative director at Vripack. The Dutch design firm performed a hat-trick by creating the exterior, interiors and naval architecture for the yacht.

Special One's silhouette is designed to mimic exactly that of a smaller sportfisher, including the high bulwarks, wraparound forward windows and pyramid-like superstructure, with progressively smaller decks reaching skywards. Vripack put its stamp on the classic sportfish looks by adding eye-catching details, such as the hull windows that resemble the shape of a Japanese knife pointing towards the stern. "And the louvres carefully integrated in the superstructure surfaces really give it a punch," says Bouwhuis of the horizontal slats that add definition to the superstructure.

Of course, it wasn't enough that *Special One* looked like a proper sportfisher – she needed to perform like one too. "While we visually wanted *Special One* to follow the lines of a sportfisher on a larger scale, it required exacting naval architecture to meet that challenge as well as related performance requirements," says Pascarelli.

The owner's brief included a target speed of 30 knots. Not only was this exceeded by two knots, but she can go from standstill to 30 knots in 60 seconds flat. "She handles like a speedboat – you get thrown back with the power," says Captain Parker-Larkin. "We've done 30 knots in everything from flat calm to metre-high waves." Not only is *Special One* fast, but she can turn on a dime, and gyrostabilisers add to her stability when running at speed.

Special One's power comes from twin MAN 20V 175D-ML engines, a new series from the manufacturer, which deliver 5,982 horsepower each. "The engine room is about one and a half times longer than what is considered normal on a 500GT yacht," says Bouwhuis. "All due to the space demand of the massive engines and systems required to achieve her performance."

Creating *Special One* meant that sportfishing prowess, superyacht amenities and high-speed performance all had to be packed into a tight frame of 499GT. "Before approaching Royal Huisman, we had another yard say, 'You can't do it. Sorry, it's crazy' – they wouldn't take it on unless they could re-engineer," says Pascarelli. Royal Huisman was fully responsible for the engineering on

A curtain door can drop down to close off the bridge from the forward crew area access stairs when running at night

28m²

size of fishing cockpit

"She handles like a speedboat – you get thrown back with the power. We've done 30 knots in everything from flat calm to metre-high waves"

The captain can steer from the bridge (opposite page), the flybridge (below left) or the extra helm on the tuna tower when backing down on a fish. Special One's *exterior profile is akin to a much smaller sportfisher, just super sized*

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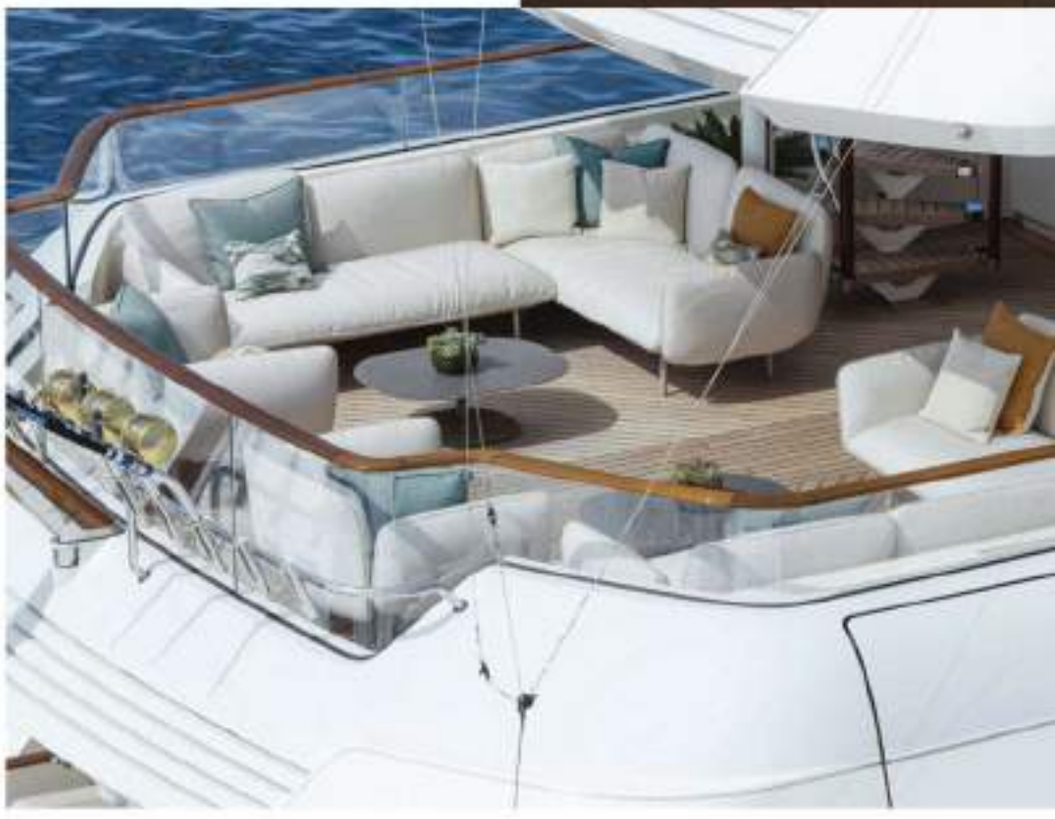
The bridge (right) is as much a guest space as one for crew, with a comfortable lounge for socialising. Guests can stay in the action from multiple mezzanine-style aft decks overlooking the cockpit below



Special One, which enabled the yard to optimise the yacht's unusual features before starting the actual build.

This isn't the first time that Royal Huisman, known for its sailing superyachts, has gone outside its comfort zone to build a motor yacht. In 2021, they delivered the 58.5-metre motor yacht *Phi*, which is the longest motor yacht below 500GT based on current classification rules. "*Special One* reflects the commitment of the Royal Huisman team to never say 'no' to innovative and challenging motor yacht projects," says Royal Huisman CEO Jan Timmerman. "When the owners of both [*Phi* and *Special One*] initially approached us, we said, 'We've never done this before, but we're certain we can'."

It might seem surprising that a sportfisher like this would emerge from a sailing boatbuilder like Royal Huisman. But look closer, and you'll see that it's a perfect pairing. In actuality, it's the Dutch builder's experience in sailing yachts that gave it the know-how needed to build to the strict weight requirements required for a sportfisher of this size and optimise tight spaces in her low-volume interior. "Our expertise in lightweight aluminium construction and complex systems integration, based on decades of building innovative sailing yachts, allowed us to meet the yacht's high-performance and luxury requirements," says Timmerman.

Special One is constructed in lightweight Alustar aluminium, which allowed for a 12 per cent weight saving compared to standard aluminium. Royal Huisman applied concurrent design and engineering, a methodology inspired by the European Space Agency, alongside stage gating to

15 TONNES

The weight of each MAN engine

Framed by a 45cm-wide cap rail, the 28m² cockpit boasts massive baitwells and live wells. The build team worked with Guigo Marine and Bush & Noble to choose the state-of-the-art fighting chair that sits at the centre of the cockpit

manage the challenges of weight control. Vripack also selected lightweight interior materials to keep the weight down.

Optimising the hull form helped to reduce resistance and reach performance goals. *Special One* has a semi-displacement (or super-displacement, as Vripack calls it) hull form with a single chine and anti-chine slap spray rail, sharp entry and huge flair at the bow paired with an elegant tumblehome at the stern. The basic sportfisher hull shape was optimised to reduce resistance at both the cruising speed of 14 knots and the 30-knot-plus top speed without compromising either pace. "Features leading to this resistance reduction are smooth volume distribution over the whole length of the vessel, careful alignment of the chines and tunnel edges and a subtle S-shape in the aft ship buttocks," says Bouwhuis.

Vripack also analysed the hull appendages, including the rudders, shaft brackets and bow thruster scallops to reduce resistance, and paid special attention to less obvious items such as the water intakes, exhausts, sounders, anodes and underwater welds, where filler was applied to create an extremely slippery hull. All this effort resulted in an impressive two knots extra speed over the predicted 30 knots and 10 per cent lower fuel consumption than predicted. Another tactic was elimination of a central skeg. "This not only reduces resistance but gives this yacht unique turning behaviour where you can effortlessly give full rudder at full speed, without the vessel heeling more than 3.5 degrees," says Bouwhuis. "Extensive simulations were performed to guarantee excellent course keeping, in the absence of the centre skeg."

While the owner is an experienced yachtsman, *Special One* was his first custom build, and he and his family were heavily involved in the project, even when they couldn't visit the yard due to Covid-19 restrictions. "Even the contract signing and laying of the keel happened over Zoom," says Pascarelli. "The team's weekly digital presentations became a great source of entertainment for the family."

60CM

Diameter of the exhaust

18M

Air draught with the outriggers

Royal Huisman rose to the occasion and built a full-size mock-up of the yacht's foredeck space, including the large hatch with integrated cinema screen, bespoke DJ decks and Focal and Naim speakers. The owner and his family had a chance to experience the space first-hand and fine-tune any details. This party-centric foredeck was an idea that evolved through the design process, Bouwhuis explains. A long, open foredeck is standard on a sportfisher, but Vripack saw that the space could be something more.

This set-up is just a small percentage of *Special One*'s high-spec sound system, which numbers more than 150 custom Focal speakers. "It's one of the densest sound envelopes on any boat that Focal has done," says Captain Parker-Larkin. "The sound is crystal clear and perfect with no distortion." It's also just one example of an outdoor entertainment area designed to include everyone, whether they are there to fish or not.

A mezzanine deck that overlooks the fishing cockpit has become standard on sportfishers, like the owner's Viking. In true "sportfisher on steroids" fashion, *Special One* offers not just one but multiple aft decks overlooking the fishing cockpit where guests can sit and be a part of the excitement as a catch is reeled in. "It was imperative to carve out areas that enable guests who are not fishing to still be very much within the action with a front-row seat just steps away from the cockpit," says Pascarelli. The first of these is found in the main deck aft, where there's not only a large table for gathering but also a pair of aft-facing sofas that overlook the cockpit below; enclosed by glass beneath the handrail to avoid disrupting the view, it's dubbed the "sky box". The aft sections of the four decks above this all make excellent viewing platforms as well. With helm controls, the tuna tower's true purpose is to aid in fishing by

44 PINS

Hold a suspended glass droplight in the 1.75-metre circular dome

The main-deck saloon is the heart of the yacht, serving as the family's living room. A curved banquette divides the lounge from the dining area (below)

>>

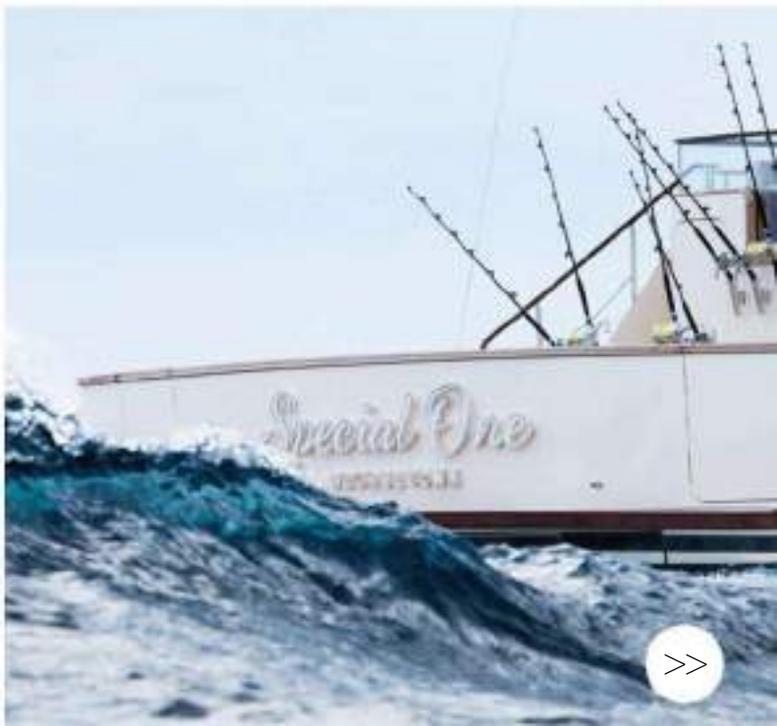
From the sinuous handrails to the windows cut in the shape of a Japanese knife and the detailed interior decor, Special One *is far from your typical sportfisher. But with a fully stocked fishing complement and immense power, she performs just as you'd expect a sportfisher to – and then some*

85 CM

Diameter of the American walnut tree used for the walnut veneer

237 PIECES

Total number of individual pieces of parquet floor laid under the dining table



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providing a high vantage point to scan the water, but it also welcomes guests who aren't afraid of heights.

Down in the cockpit, you can really appreciate *Special One*'s super-sized proportions, like the 45-centimetre-wide cap rail and the massive baitwells and live wells. The crowning jewel of the 28-square-metre fishing cockpit is a state-of-the-art fighting chair. The build team worked with Guigo Marine and Bush & Noble to inform on technical fishing elements, such as the fighting chair and a commercial-grade offshore fish finder. The view of the fish finder can be broadcast onto the television on the main deck aft, so everyone is in the know. Outriggers controlled in the flybridge pop out when it's time for fishing. *Special One* runs with nine crew, and fishing pros, ranging from tournament anglers to those with local knowledge, are brought on board during the owner's fishing expeditions in the Mediterranean and the Arabian Gulf, between which *Special One* plans to split her time.

It's more than her sportfisher looks and acumen that make *Special One* so, well, special. She has a wealth of firsts on board, ranging from the first-ever pneumatic lift to be installed in a yacht, which creates an air vacuum to lift and lower the vestibule. *Special One* also has an innovative engine room heat-management system, which Vripack conceived to meet the yacht's demanding cooling requirements for Gulf spec of 45 degrees Celsius and 60 per cent humidity. Beyond the high outdoor temperatures, at full load the V20 engines alone radiate 160kW of heat each that needs to be controlled. Vripack invented a system that takes the required 18,000 cubic metres per hour combustion air from outside directly into each main engine. "The engine room ventilation is through separate ducts with fan coils cooling the inside of the engine room," says Bouwhuis. "Any alternative solution would have resulted in massive loss

The upper-deck lounge has an open-plan feel with an L-shaped bar, finished in backlit acrylic, set forward (below). There's wine storage for 300 bottles. Televisions throughout the vessel can connect to the fish finder and chart plotter so the owner and guests have access to all the stats no matter which deck they are on

Beds are hugged by curved leather headboards in a light grey. The wallpaper behind the beds in the guest rooms (above and below right) is designed to look like drawings made in sand. The forward main-deck master (right) enjoys views over the bow. Marble in the bathrooms is all honeycomb-backed for weight savings

> "*Special One* reflects the commitment of the Royal Huisman team to never say no to innovative, challenging projects. When the owner approached us, we said, 'We've never done this before, but we're certain we can'"

of interior space due to the required additional air trunks and ducting."

Inside, *Special One*'s interior is welcoming and easy-going, per the owner's brief, which asked for styling that was sporty-meets-yachting-luxury. "There's no bling, no overt glamour and no overkill on the detailing," says Bouwhuis. The joinery is relatively clean, with few fiddles, and there's a nice contrast between the lighter-toned surfaces of paint and fabric and the rich open-grain walnut joinery.

The guest spaces are perfectly formed to maximise the space allotted in the limited interior volume. The main saloon has the typical lounge and dining area, just on a smaller scale. The upper saloon above is a den of relaxation, with ample seating and an L-shaped bar. Artworks chosen to adorn the interior give a nod to the sea, such as Lalique fighting fish sculptures in the main saloon and the underwater paintings from Béatrice Prost on the forward bulkhead in the dining room.

"*Special One* is a fusion of extreme sportfishing capability and superyacht luxury," says Timmerman. "Its ability to perform like a tournament sportfisher, reaching 30-plus knots with alertness, while providing the comfort of six luxury decks and world-class amenities is unparalleled. She is the perfect expression of pushing boundaries."

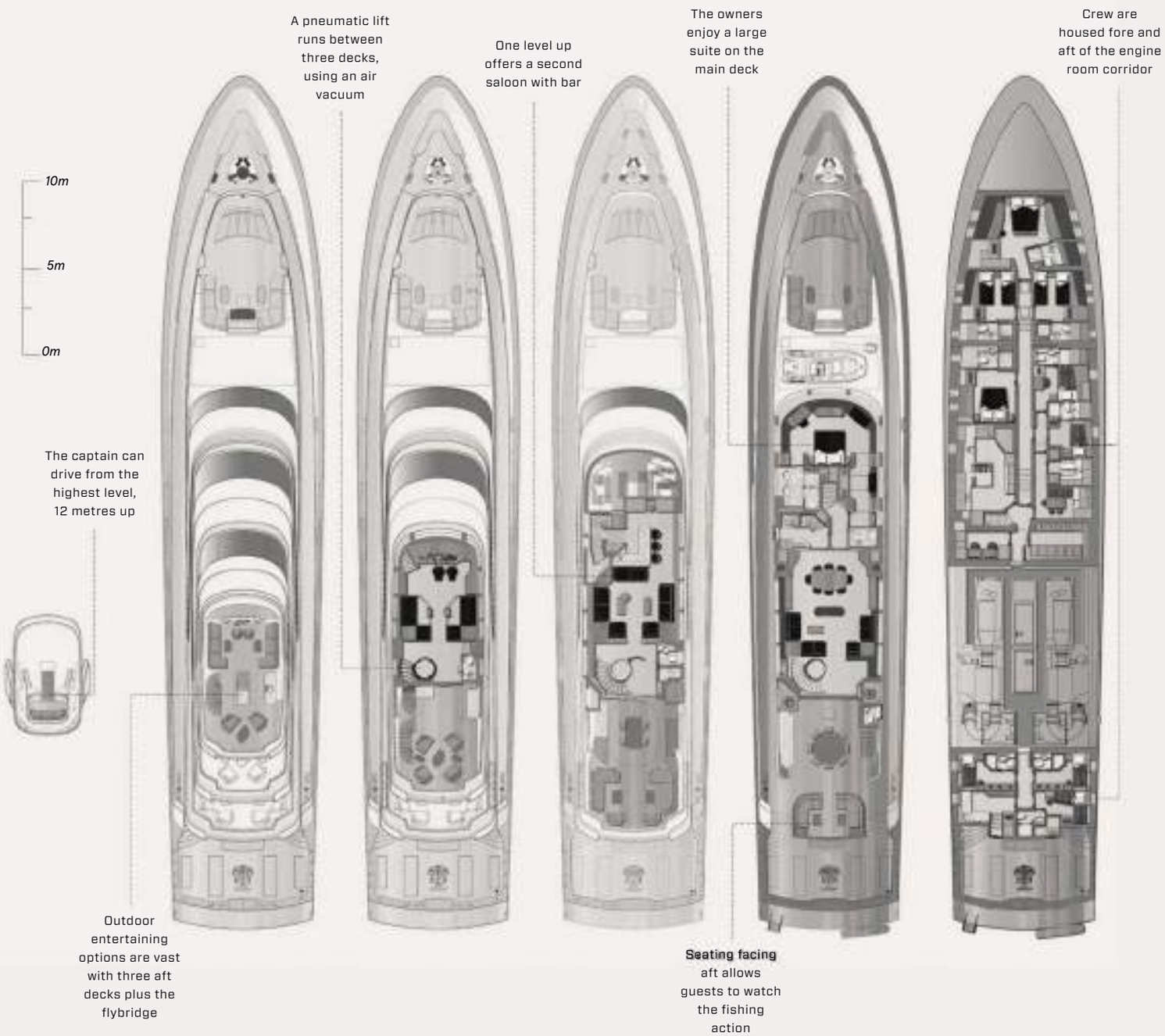
Special One handles like a speedboat, parties like a rock star and fishes with the best of them, all within luxurious confines – this is a very special yacht indeed.

>>

Special One

Royal Huisman

Observation deck | Flybridge | Bridge deck | Sky lounge deck | **Main deck** | Lower deck


A pneumatic lift runs between three decks, using an air vacuum
One level up offers a second saloon with bar
The owners enjoy a large suite on the main deck
Crew are housed fore and aft of the engine room corridor
10m
5m
0m
The captain can drive from the highest level, 12 metres up
Outdoor entertaining options are vast with three aft decks plus the flybridge
Seating facing aft allows guests to watch the fishing action

LOA 52m

LWL 48m

Beam 9.8m

Draught 2.8m

Gross tonnage
<500GT

Engines
2x MAN 20V 175D-ML+

Generators
2 x 180kW Zenoro

Stabilisers
2 x VEEM gyrostabiliser

Speed (max/cruise)
30+/14 knots

Fuel capacity
47,000 litres

Freshwater capacity
100,000 litres

Tender
5m Williams 505

Owners/guests 10

Crew 9

Construction
Aluminium hull and superstructure

Classification
Lloyd's Register SSC

Naval architecture
Vripack

Exterior and interior design
Vripack

Builder/year
Royal Huisman/2024
Vollenhove, the Netherlands

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TOUGH LOVE

Designed to her owner's exacting specifications and nautical knowledge, *Akula* is an unusual and ingenious explorer. *Risa Merl* steps on board

Photography:

SIMON WATSON (INTERIORS);
COURTESY OF OWNER (EXTERIORS)

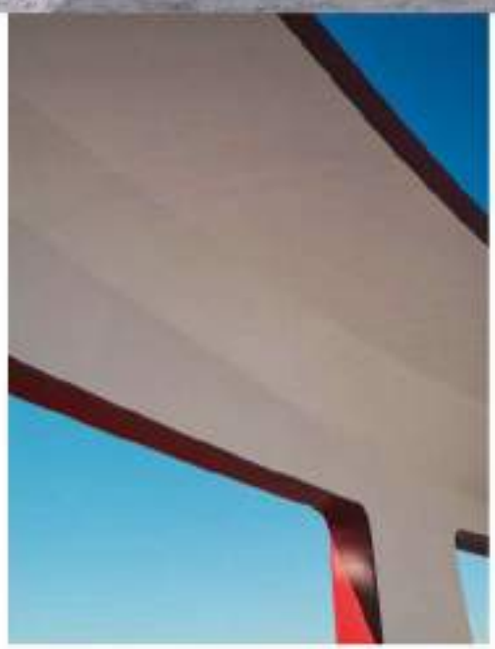
Zipping along the northern shore of Ibiza, the tender pulls into a quiet cove where the new 59.4-metre Rossinavi *Akula* looms above smaller sailing boats bobbing at anchor nearby. Even if she weren't the only superyacht in the vicinity, with a bold red paint job and brawny explorer build that foretells her intended purpose, she'd be eye catching in any harbour. But *Akula*'s standout features are more than skin deep: a creative general arrangement; a focus on sustainability; the ability to host scientists on board; and every element of her design highly customised to suit her owners' needs as they travel around the world.

"This is a yacht that is born to explore the world," says *Akula*'s interior designer Francesca Muzio, founder of FM Architettura, as we stand on board the yacht under the hot Balearic sun. Somewhat unusually, the interior designer was the owner's first port of call for the project. More precisely, the owner's wife, having discovered Muzio's work online, cold-called the FM Architettura office. "She literally called the answering service and said 'I'm looking for a designer for a 60-metre boat, can someone call me back?'" Muzio recalls with an appreciative laugh.

The full-custom project started with a blank sheet of paper – and a detailed list of specs and must-haves based on their many decades of yacht-owning experience. Speaking of those nearby sailing boats that *Akula* towers over, her owners had started

THE PROJECT STARTED WITH A BLANK SHEET OF PAPER – AND A DETAILED LIST OF MUST-HAVES BASED ON DECADES OF YACHT-OWNING EXPERIENCE

The bridge deck owner's office has a sofa by Baxter and a table by De Castelli. The walls have a riveted antique effect and a yellow metal door with a large wheel handle in a direct reference to submarines – a Russian sub inspired Akula's *name*



Forward on the upper deck, the observation lounge enjoys views from the interior lounge (top right), while an outdoor observation is open on three sides and to the sky

their boating life with a 17-metre sailing boat. Their background as sailors can be seen in the integrated handholds and lack of sharp corners throughout the interior of their superyacht. Prior to *Akula*, they had a 24-metre motor yacht before making the leap to this much larger custom project. "We knew what we needed, from the cabins to the technical spaces and the fuel consumption to the tenders," says *Akula*'s owner.

They approached Rossinavi, encouraged by the Italian yard's reputation for building custom yachts. Rossinavi's COO Federico Rossi connected the owners with Gian Paolo Nari, who was hired to create the yacht's rugged exterior. Arrabito Naval Architects rounded out *Akula*'s all-Italian build team to develop the yacht's sea-kindly hull.

Nari received a simple instruction that turned out to be crucial for preparing for his first pitch meeting with *Akula*'s owners. "The owner desired a robust, reliable yacht for family use, with the goal of circumnavigating the globe. I needed to focus on the stature and solidity of large commercial ships and research vessels," says Gian Paolo Nari, founder of Gian Paolo Nari Yacht Design. "The clean profile and military-inspired details captured the client's attention. The silhouette of the design, with its sharp angles, convey strength, robustness and reliability. Entering a port with such an imposing vessel would be like driving an enormous truck into a parking lot full of cars."

The exterior designer worked closely with *Akula*'s owners, with the yacht undergoing an evolution from the initial proposal. "Nonetheless, the profile has always been conceived as a single volume, where shapes emerge from material subtraction rather than overlapping elements," he says. Openings, or "subtractions" as Nari calls them, such as the large side windows, a generous aft garage and an expansive open-air observation deck that appears to be carved into the bow, have all been carefully integrated. These impactful design choices lighten the imposing structure and give *Akula*'s hardy profile a more a sophisticated, contemporary identity.

From the outset, the requested hull colour was red paint in a matt, untreated commercial finish that would require minimal maintenance. This shade extends upwards, wrapping around the upper-deck bow. The rest of the superstructure is finished in white, with the exception of a pop of orange at the base of the mast on the sundeck up top.

"*AKULA* IS A VERY MASCULINE VESSEL FROM THE OUTSIDE, BUT INSIDE YOU'LL FIND A WARM, HOMELY AND VERY DETAILED VESSEL"

In the stylish mud room, "liquid" metal walls and comfortable sofas are complemented by functional wardrobes to hang up wet clothing. Bronze and leather handholds are integrated into the yacht's architecture for safety at sea

A level down, openings are cut into the bow along the upper deck – two on either side, one forward and a triangular opening in the roof above – creating an indoor/outdoor sky observation lounge, as it's been dubbed. "Designing the observation deck posed a technical challenge, as it required freeing up the deck for guests and relocating the manoeuvring area below deck," says Nari. This area backs onto a cosy interior observation lounge with a forward-facing sofa, positioned for the owners and their guests to bask in the joy of the voyage.

"*Akula* is very masculine from the outside, but inside you'll find a warm, homely and detailed vessel," says Muzio. The feeling of being invited on a spectacular journey was one of Muzio's themes for *Akula*'s design, and it's evidenced by placing a high-end mud room at the main-deck entrance. Far from a pared-back area for peeling off damp expedition gear, this is a warmly welcoming space with hard-wearing stone flooring and deep sofas on which to sit and slip off your boots. On many explorer vessels, this sort of room might be relegated to the lower deck and have a commercial finish. But *Akula*'s owners and designers decided to make this the first interior area that guests encounter, an overt reference to the yacht's world-girding purpose. It also serves as a transitional space between the rugged exterior design and inviting interior, and metaphorically between the adventures to be had outside and the haven of home within.

"It is literally the place you'll come when you come back from exploration," says Muzio. *Akula* combines form and function at every turn, and the mud room, despite its good looks, is a highly functional space. Slatted wooden doors conceal cupboards – with built-in drains and air conditioning – where outdoor gear can be stored and dried until the next adventure.

The room itself is a visual feast, with a wall featuring a "liquid" metal finish on the forward bulkhead, a reflective ceiling and a world map, chosen by the owner's wife, covering the port wall. The space also sets the scene for design motifs carried throughout the yacht, such as bronze detailing with rivets and exposed vents that nod to industrial design. A hand-painted yellow door with a

A collection of curiosities

None of the nautical antiques and collectables displayed on board *Akula* was bought for this vessel. Instead, each comes from the owner's collection of more than 200 maritime wonders. Spanning the 18th century to present day, it features compasses, nautical clocks, sextants, toys, maps and blueprints. The items on board include:

Yokohama Diving Co. 12-Bolt Diving Helmets, circa 1965 (above right). In the early 1960s, Yokohama started manufacturing helmets with an unusual design, influenced by American diving equipment manufacturer Robert Kirby, who had modified several Yokohama helmets for greater practicality.

Akula Submarine Model (above). *Akula* gets her name from a Russian submarine, whose model, built by the yacht's owner at 1:90 scale, is found on board. The Akula class, designated Project 971 Shchuka-B by the Soviet Union, is a class of nuclear-powered attack submarines first deployed by the Soviet Navy in 1986.

Submarine Crest Collection. Twenty-five original submarine crests were crafted to commemorate sub launches or as gifts for special guests. The collection includes crests from Strategic Nuclear Submarines, Nuclear Attack Submarines and standard submarines, primarily from the US and EU. Made of solid brass, each crest is mounted on a wooden shield.

Steger Marine Celestial Globe, circa 1950. This rare marine celestial globe was used for nautical training during the Cold War. The metal sphere, covered with 12 gores of chromolithographed paper, rotates freely on ball bearings. It shows the tropics, constellations and stars at five degrees of magnitude, with the Milky Way marked in green.

Spencer Browning & Co. Octant, circa 1840. Fittingly set in *Akula*'s mud room, this 32cm octant features an ebony T-frame with ivory plates, a signed inset arc scale divided to 100°, a braced index arm, pinhole sights, two mirrors, five shades, pin feet and housed within a keystone box.

>>

Upcycled sails add texture to the interior details. An angled wall (below) separates the lounge (opposite page) from the dining area (upper left). The majority of the furniture is by FM Architettura, with fabrics and finishes from Dedar, Pierre Frey and Nature Squared

handwheel at the centre leads to the main guest living spaces, which include three cabins, a media room and the owner's cabin forward.

Akula's layout is far from the norm. There is no saloon nor a grand central staircase to be found forward on the main deck. Instead, a spiral staircase tucked into the corner to starboard winds its way skywards. While the placement of the staircase makes it less conspicuous, the stairs themselves are a visual treat. The floating wooden steps wrapped around a sculpture of metal rods are reflected in the ceiling above like a stairway to heaven or, in this case, the detail-rich main saloon on the upper deck above.

A wall set at an angle in the centre of this saloon separates the seating area, with its boomerang-shaped sofa covered in soft white chenille, from the forward dining room. "The owner's wife didn't want to walk in and see the table, so instead of having a transverse layout that is traditional, we created a dynamic flow with separate, yet connected, areas," says Muzio. Custom designed by FM Architettura, the dining table base recalls the shapes and metal finish of gears, while the top is made of wood with inserts of tobacco leaf procured from Nature Squared and applied using vegan glue.

Arched columns inspired by the ribcage of a whale frame the entire room. These are covered in Kevlar from recycled sails, which is also used on the forward bulkhead by the dining table. The black-and-white Kevlar was painstaking to install. "We matched the lines like you would marble – I can't even tell you how many drawings it took to get it right," says Muzio.

Along with recycled sails, *Akula* sports other eco-minded materials such as rattan wallpaper and naturally finished leather. Each was intensively researched and chosen for its sustainability, short supply chain and lack of chemicals. "The owner gave us the challenge to use sustainable materials, and the concept for the interiors is inspired by environmental respect, with the conscious use of materials and their application while maintaining a high attention to detail," says Muzio.

Natural finishes also add to the tactile, textured nature of *Akula*'s interior design. Throughout the yacht, the European oak joinery is untreated, with no chemical finishes. "When you touch it, you really touch the wood," says

THE EUROPEAN OAK JOINERY IS UNTREATED, WITH NO CHEMICAL FINISHES. "YOU CAN FEEL THE GRAIN, YOU CAN SMELL IT. IT'S REALLY SPECIAL"

the owner. "You can feel the grain, you can smell it, it's really special."

While the owners will welcome friends and family on board, for the majority of the time – and for months on end – *Akula* will be enjoyed solely by the two of them. As such, they required fewer guest cabins but needed more personal spaces for their hobbies, and, of course, a Japanese-inspired spa with sauna to unwind after expeditions ashore. The owner has his own workshop on the lower deck where he can tinker and an office/"man cave" set aft on the bridge deck. The space is adorned with nautical antiques from his personal collection (*see page 147*), which are also peppered throughout the yacht, set into recesses or atop pillars. The owner's wife has a room of her own, too – an office/"craft cave" that precedes the owners' cabin on the main deck. Her cave has a custom-made table where she can work on her embroidery and other crafts of choice, and the soft carpet under foot, made by Tai Ping, is designed to look like a wave lapping the shore. Meanwhile, the carpet in the owners' cabin resembles the cracked earth of a salt plain. Even the layout of the owners' cabin is unusual, with the bedroom to port and, a few steps up, a raised platform library area to starboard. "The idea was that you can see out as you sit and read, like being on a veranda," says Muzio. Finished in a lighter wood, the platform does almost feel like stepping out onto a sun-drenched balcony.

Underpinning *Akula*'s commitment to sustainability is her two-storey engine room. The owner requested diesel-electric propulsion with azimuthing pods. Power comes from four Caterpillar generators, twin Veth L-drive thrusters and counter-rotating propellers working together to deliver 2,600 kilowatts. *Akula* can reach a top speed of 14 knots and cruise at 12. "But we usually go around 11.5 knots," says the owner. "At 12 knots we can do 8,000 nautical

In the owner's suite, the bed is tucked to port while a raised nook to starboard serves as a library seating area. Patagonia marble was used in the en suite, with backlighting enhancing its natural veining. The VIP cabin (upper left) has a desk under a rectangular window

>>

The twin guest cabin easily slides to convert into a double. Bedside lamps are by Bert Frank Revolve, while leather is by Pinetti. Guest bathrooms feature warm bronze, leather handles and honey-toned wood

"WHEN YOU STEP ON BOARD *AKULA*, YOU FEEL THIS IS COMPLETELY DIFFERENT FROM OTHER THINGS ON THE MARKET"

The owner's "man cave", above, and his wife's "craft cave", here, with an ocean-inspired carpet by Tai Ping

miles but at 10 knots can do more than 12,000 nautical miles. She also has very low consumption, burning less than 150 litres per hour."

The hybrid propulsion not only lessens *Akula*'s fuel consumption but makes her incredibly quiet. "What you hear now is the same you hear at 12 knots – no generator noise, no engine noise, no anchoring noise," says the owner. "It's important *Akula* is quiet for us, but also for the animals in the water." Dynamic positioning will allow the yacht to hover over protected areas during their travels.

With an Ice Class hull, *Akula* is ready to roam the far reaches of the world, which is all part of the owner's multi-year cruising plans. The yacht has already made her way around the Mediterranean and is inching her way northward, visiting Scotland, Norway and Greenland with plans to cross the Atlantic and then the Panama Canal. Along the way, *Akula* may serve as a base for scientific research – laboratory containers can be placed on the aft upper deck, and the owners are collaborating with scientists from the University of Oxford.

As we round out our time on board, Muzio muses, "When you step on board *Akula*, you feel this is completely different from other things on the market." Many a designer might claim this about their creation, but with this boat it rings true. Hopping back on the tender and peeling away from *Akula* at anchor against the backdrop of orange cliffs, it's easy to imagine her in many a far-flung harbour, fitting in as a world explorer, yet always standing out boldly. B

PRODUCTION AND STYLING: FRANCESCA SANTAMBROGIO

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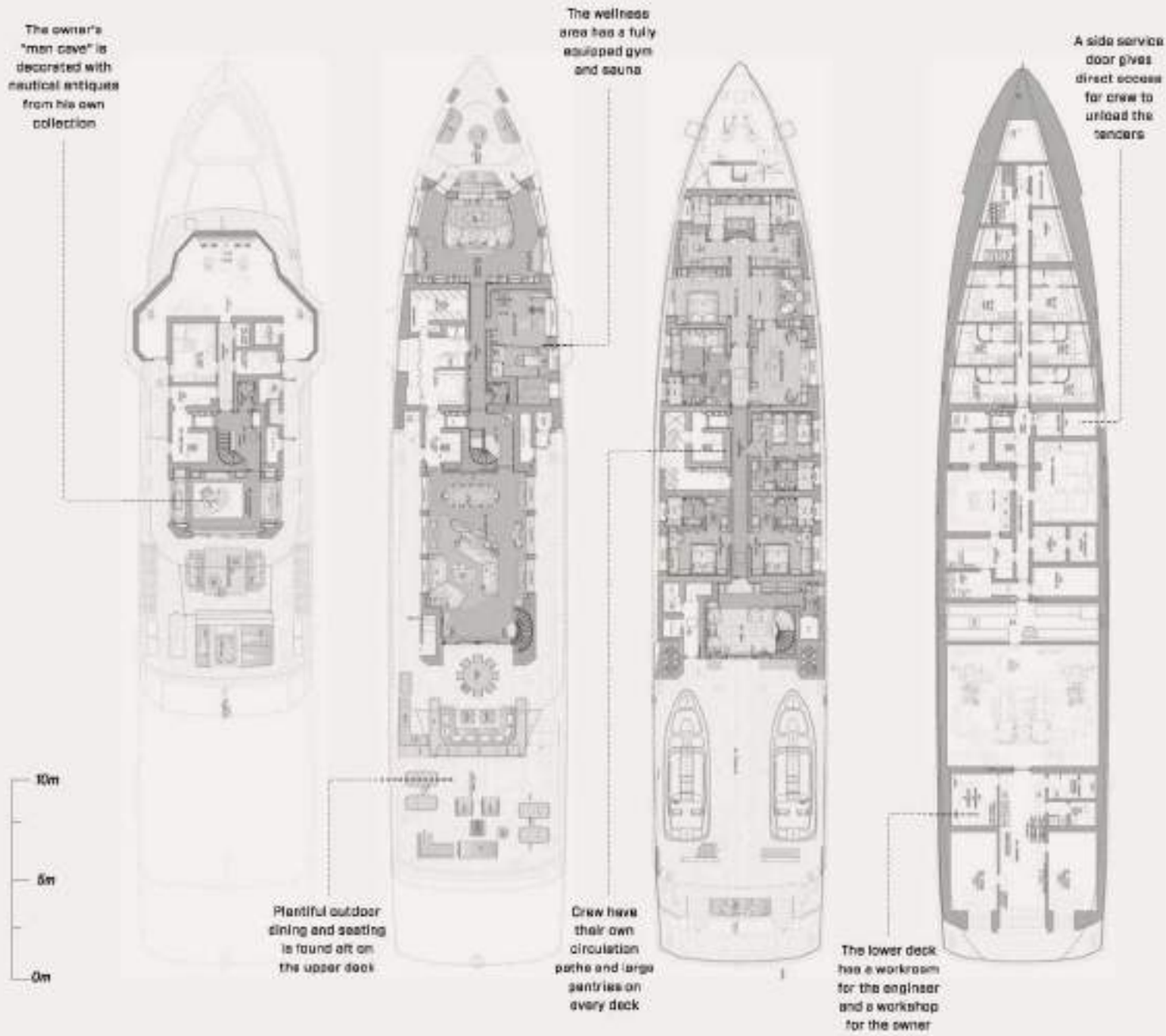
Akula

Rossinavi


Bridge deck
Upper deck
Main deck
Lower deck
The owner's "man cave" is decorated with nautical antiques from his own collection
The wellness area has a fully equipped gym and sauna
A side service door gives direct access for crew to unload the tenders
10m
5m
0m
Plentiful outdoor dining and seating is found aft on the upper deck
Crew have their own circulation paths and large pantries on every deck
The lower deck has a workroom for the engineer and a workshop for the owner

LOA 59.4m
LWL 59.3m
Beam 11.3m
Draught 3.45m
Gross tonnage 1,241GT

Engines
Diesel-electric with VETH pods and dynamic positioning
Generators
2xCATC92; 2xCATC9.3; 1xCATC7.1
Speed (max/cruise)
16/12 knots

Range at 12 knots
>6,000nm
Stabilisers
Naiad Dynamics Zero Speed
Fuel capacity
150,000 litres
Freshwater capacity
26,900 litres

Tenders
1 x 9m Tidemann RB890C; 1 x 8.5m Custom X-Craft
Owners/guests 10
Crew 12+1
Construction
Steel hull; aluminium superstructure

Classification
C e Hull • MACH YCh (EFP) ICE; AUT-UMS; Green Plus
Naval architecture
Arrabito Naval Architects
Exterior styling
Gian Paolo Nari
Interior design
FM Architettura

Builder/year
Rossinavi/2024
Viareggio, Italy
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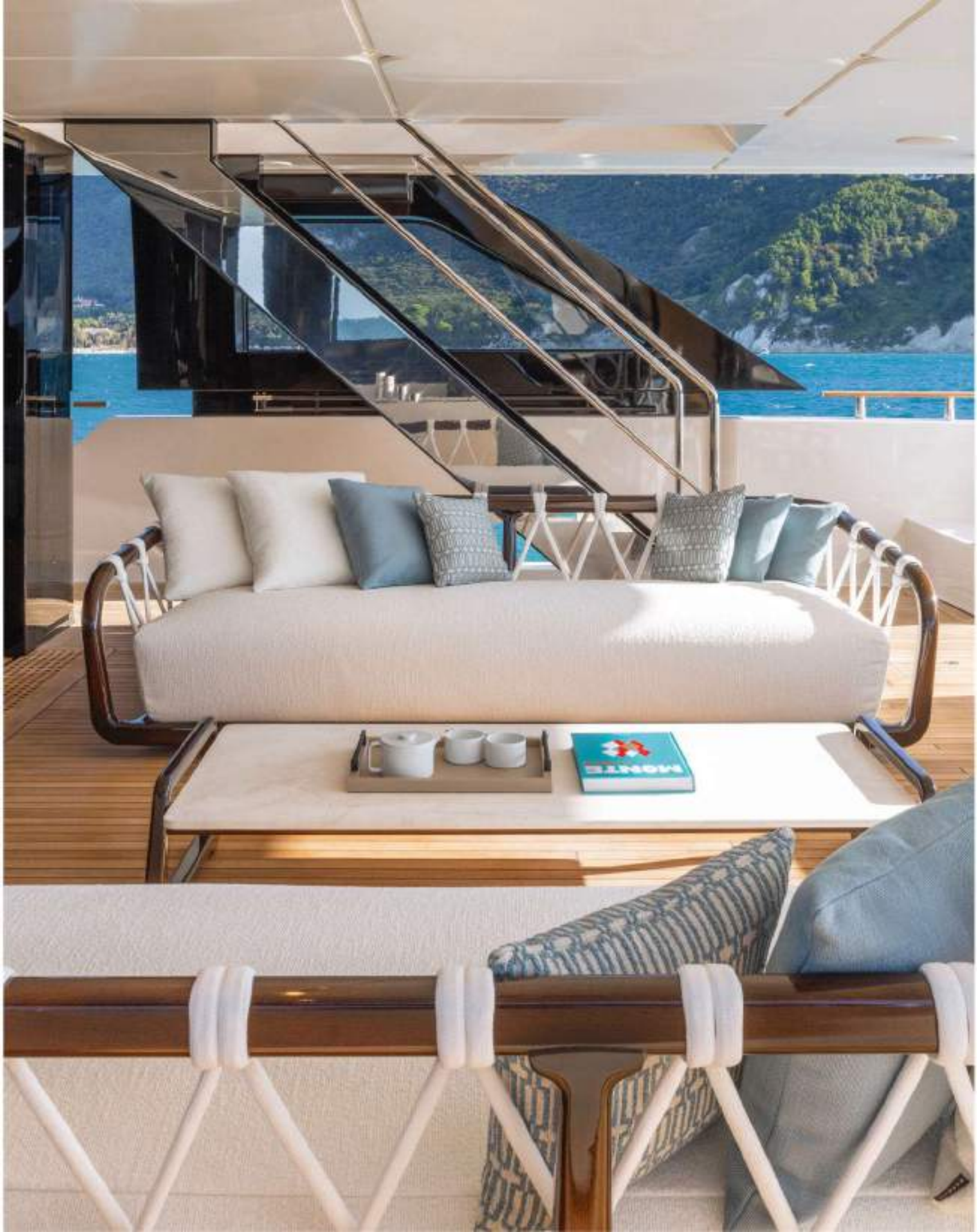
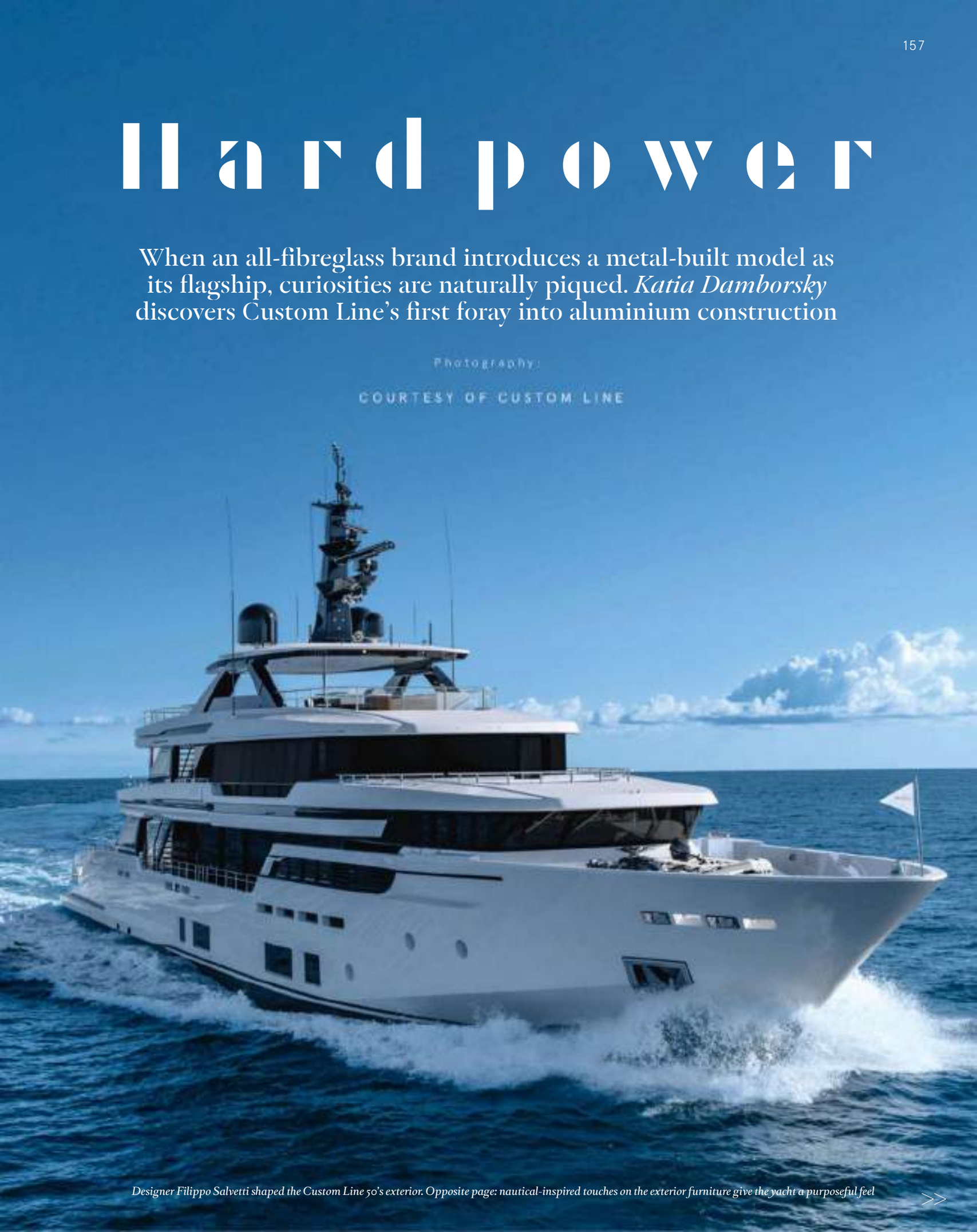


Hard power

When an all-fibreglass brand introduces a metal-built model as its flagship, curiosities are naturally piqued. *Katia Dambórsky* discovers Custom Line's first foray into aluminium construction

Photography:

COURTESY OF CUSTOM LINE



Designer Filippo Salvetti shaped the Custom Line 50's exterior. Opposite page: nautical-inspired touches on the exterior furniture give the yacht a purposeful feel

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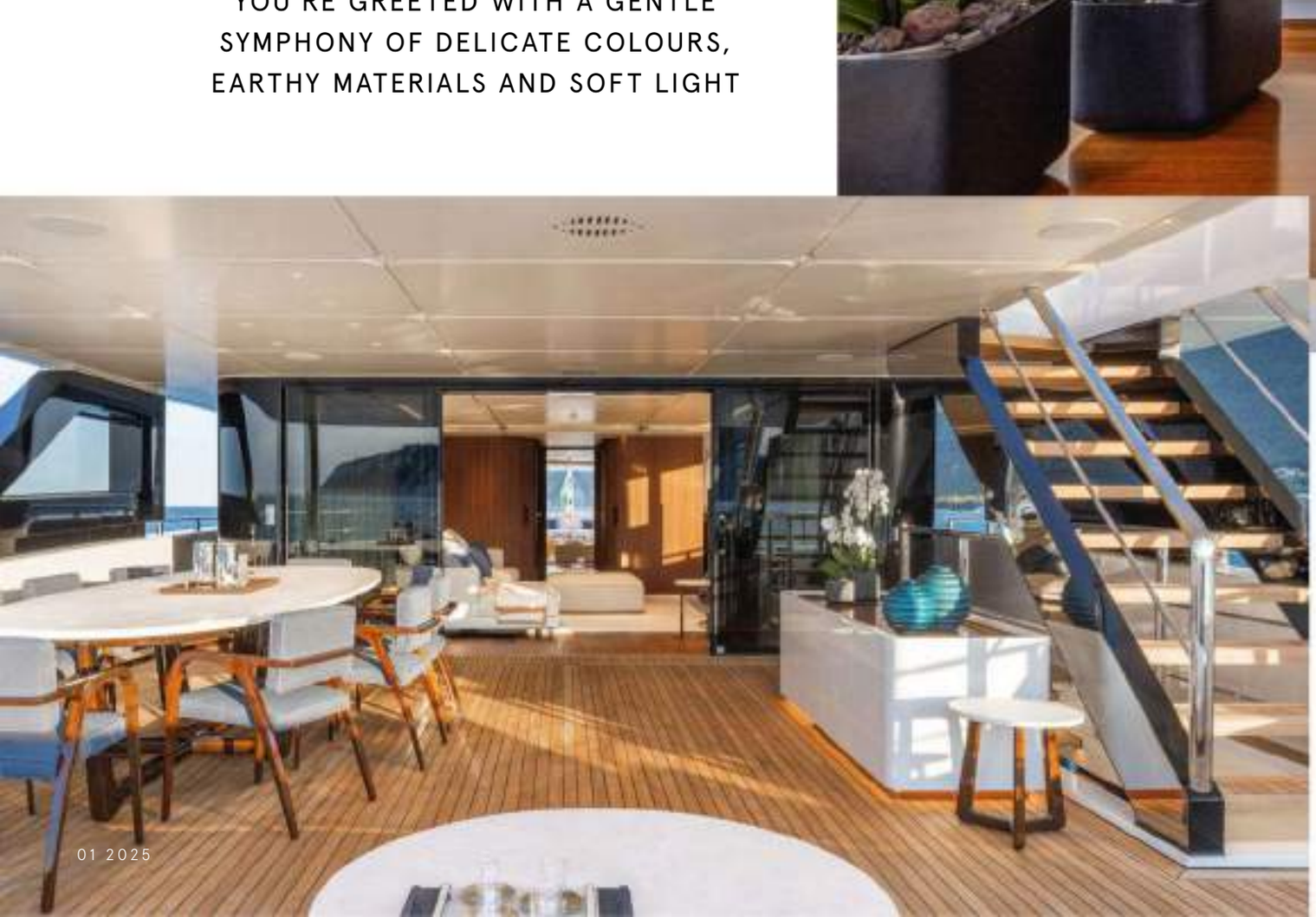
Darker tones on hull No 1 lend a sophisticated feel

YOU'RE GREETED WITH A GENTLE SYMPHONY OF DELICATE COLOURS, EARTHY MATERIALS AND SOFT LIGHT



The Foglizzo natural hides and leathers on board are made from 100 per cent recycled materials

There's nothing too crazy about a Custom Line. When the market demanded a 50-metre built in metal, Custom Line took a long look at what the competition was doing and determined that whipping out flashy new features and piling on the latest trends wasn't the way to go. In fact, the Ferretti Group brand went the opposite way. "What's the one feature that nobody else has on a yacht of this size?" asked the sales team. The designers answered with a full-deck owner's apartment complete with its own terrace, which is privately accessed and not overlooked. Other features, such as an expansive yet well-organised sundeck, juiced-up crew quarters and efficiency-optimised hull have come together to create a new type of yacht for a yard that has built in GRP since its inception in 1996: the Custom Line 50.

The yard dropped the Navetta name from their displacement series and introduced the model as an entirely novel range built in aluminium alloy sitting under 500 gross tonnes. Exteriors are penned by Filippo Salvetti and interiors by ACPV Architects. The first hull was sold to repeat Custom Line clients based in Mexico, and made its debut at the 2024 Monaco Yacht Show.

In the frenzy of the show, I arrive at my appointment on the Custom Line 50 late and rushed, tired from elbowing people out of the way on the dock and mildly dismayed to see the boat crawling with prospective clients, which makes touring a little more challenging. Ten minutes and one espresso later, I'm standing in the saloon with the doors shutting smoothly behind me, watching ribbons of

The beach club was designed to be a social hub. Right and below: the choice to use ALPI Lignum walnut finish in the owner's cabin and upper deck saloon complies with the strictest international standards due to its formaldehyde-free formulation

THE BEST VIEWS IN THE HOUSE, AT THE TOP OF THE BOAT, ARE DEDICATED TO THE OWNER

sparkling light dance across the silk carpets and I feel something wash over me: calm. A sense of peace.

The CL 50's pared-back styling, practical considerations in the layout and "technical touches" in the interior have led to a design that feels evolved somehow. A grown-up boat, shall we say. Patricia Viel, who is one half of studio ACPV Architects, calls it "sophisticated". Giordano Pellacani, Ferretti Group's sales and marketing director, calls it "serious" and reflective of the "new tastes" of its clients. There are no bold colours, design choices that jump out at you or details that are screaming to be looked at. Instead, you're greeted with a gentle symphony of delicate colours, earthy materials and soft light.

As I expected, it's the Custom Line owners who are guiding the design choices of the 50. "We try to follow our clients," confirms Pellacani, and these clients are "growing up and developing new styles". In its 28 years, Custom Line has sent close to 300 yachts of over 25 metres out of the sheds and into the possession of their happy owners. Fast forward to 2024, though, and those owners aren't the same fresh-faced new buyers looking for an easy-going starter boat. Their demands have changed, says Pellacani. They're looking for longer range, more crew space and bigger volumes – and those demands can only be satisfied by the durability and flexibility that comes with metal construction. These clients have a wealth of choice, as shipyards get more creative with metal yachts at smaller LOAs. In 2024 alone, 55 production models made of metal between 25 and 45 metres were handed over to their owners. Back in 2017, that number was just 16. Clearly, the advantages of metal construction have piqued clients' curiosities, and

>>

FERRETTI GROUP'S JOURNEY TO METAL

1968
Ferretti is founded as a dealership, predominantly of Chris-Craft boats.

1971
The company decides to build its first boat, a 10-metre wooden motorsailer.

1982
Ferretti's first motor yacht is born, built in GRP.

1996
Custom Line is established, becoming the second brand in the Ferretti empire. While Ferretti was known for smaller, flybridge and open yachts, Custom Line becomes known for larger yachts with more scope for customisation.

1998 to 2004
Ferretti acquires a number of brands and shipyards, which later become known as Pershing, Riva, CRN, Itama and the now-defunct Mochi Craft.

2012
Riva becomes the first traditionally GRP yard in the Ferretti Group family to break into metal construction with the launch of the 37m 122' Mythos in aluminium alloy.

2019
Pershing branches into metal construction with the 140, also in aluminium alloy. In the same year, Ferretti Group acquires Wally.

2024
Ferretti Group establishes the Ferretti Group Superyachts Yard in Ancona, dedicated to the steel and aluminium construction of CRN, Pershing, Riva and now Custom Line.

Above: the pattern of the wallpaper in the central staircase is mirrored in the guest bathrooms. Below: as seen in the main saloon, the main materials used on board are fluted walnut wood, natural brushed walnut wood with wenge matita infill detail, Crema d'Orcia limestone and leather

THERE ARE NO BOLD COLOURS, DESIGN CHOICES THAT JUMP OUT AT YOU OR DETAILS THAT ARE SCREAMING TO BE LOOKED AT

that market under 50 metres has become "competitive" according to Custom Line. "We don't want to play that game," says Pellacani. The 50-metre segment, however? Well, that was a game they felt safe in playing.

For the builder and the designer, the aim of the game was treading the fine balance between private spaces and social areas. That wouldn't have been easy, as an entire deck had to be donated for the owner's private use. This was possible because the owner's cabin has been moved onto the upper deck, pushing the wheelhouse onto the main deck forward (and slightly elevated up a small flight of stairs). It means the best views in the house, at the top of the boat, are dedicated to the owner. "This is normal on the bigger yachts," says Custom Line project manager Tommaso Iezzi as we walk into an owner's suite that's streaming with light from 180-degree windows. "But pretty uncommon below 50 metres. It means no one is walking on top of your head and when you wake up, you're not staring at a wall."

Attached to the cabin is a private terrace, which has been cleverly crafted so the overhang from the sundeck acts as a privacy barrier. It was this combination of liveability, natural light and far-reaching views that dictated the design direction of the 50. "It's one of the most prominent features of the boat," says Viel, "and it was the character of the owner's suite that guided the interiors project."

The studio envisioned the owner's cabin as a "spacious loft" with the interior components "floating very softly" in the space. In other words, nothing feels tied down, with the indoor-outdoor flow that's afforded by the terrace continuing into the interior. "The space was designed with

The sundeck covers 130 square metres and features a wondrous selection of different seating, lounging and relaxation options

close attention to the perspectives people would have inside," explains Viel. "We wanted to emphasise the visibility. For this reason, there are no strict separations between the [passageway], the wardrobe area and the sleeping area."

Where the separation gets more pronounced is in the saloon aft of the suite. An owner can choose to keep this private or open it up, but the general positioning remains the same. There is a small companionway connecting the two areas, which is cinched by the owner's en suite and a sizeable pantry and technical area. These come at the cost of feeling slightly cut off from the suite, but the practicality outweighs its aesthetic drawbacks. "In case of a party, or special occasion, the area is well-equipped and the crew don't have to be in front of you all the time," says Iezzi.

A practical approach is also evident in the wall panelling of the central staircase, made by hot-pressing decorative textile on top of a sound-absorbing material to reduce the transfer of noise between decks. Common sense is built into the colour palette as well: whereas past Custom Lines had a lighter, brighter look, hull No 1 of the 50 employs slightly moodier shades of espresso and cocoa, which will be more forgiving to scuffs or stains. This can be switched out, of course – the Custom Line Atelier works together with the owners and designers to recommend different "moods", which are created via different materials, furniture and artworks. Weight has been considered too – for example, the Crema d'Orcia limestone that features liberally across the boat has a top layer of stone and lower layers in a honeycomb panel that keep it lightweight, without compromising the visual or textural effect.

And then there's the storage. It seems as if no compartment or decorative structure has been built without space for china,

CLIENTS ARE LOOKING FOR LONGER RANGE, MORE CREW SPACE AND BIGGER VOLUMES – DEMANDS THAT ARE SATISFIED BY METAL CONSTRUCTION

>>

Pietra d'Orcia is used on the walls of the lower-deck guest accommodation. It has a sandy brushed surface that mimics wood

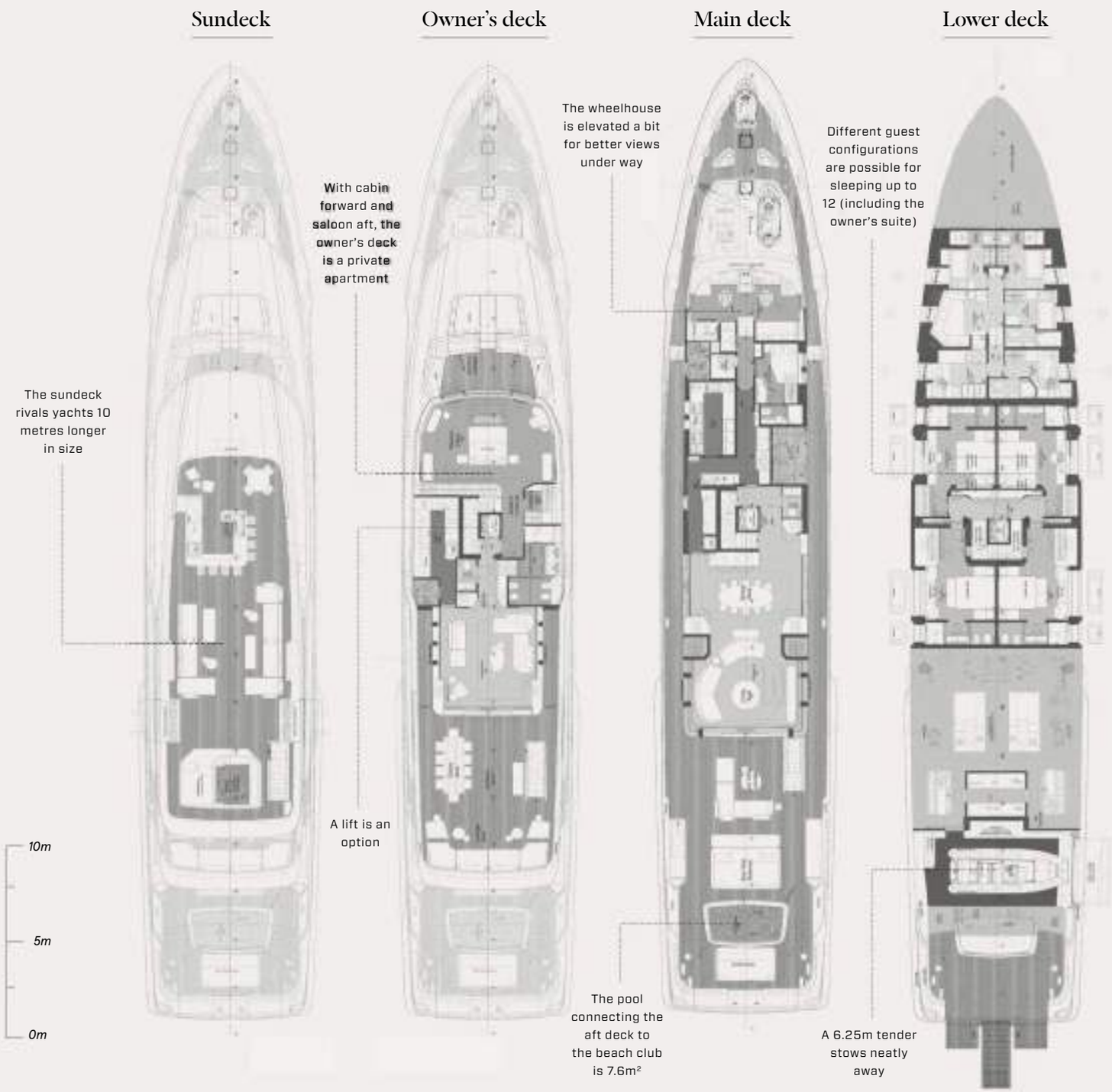
glassware or cleverly integrated technical spaces. As for the crew, Pellacani says that Custom Line clients tend to care more about the comfort and well-being of their crew than some of the other Ferretti Group brands, as Custom Line owners tend to spend extended periods cruising and "happy crew equals happy owner". To this end, the captain's cabin is on the main deck, just aft of the wheelhouse, with the lower deck accommodating four good-sized twin-berth crew cabins, all en suite. Most of the materials and design language that define the rest of the boat extend into the crew spaces.

Those functional qualities don't mean that Custom Line hasn't been decadent in other areas. The sundeck, for example, is one of the best I saw during the yacht show. Spanning 130 square metres, it includes a selection of different seating areas, bookended by a large pool and a line-up of loose furniture. In the middle is an American bar and multiple seating and lounging options, and Custom Line estimates that about 80 per cent of that area can be shaded. It's a class-leading use of space – bigger than on some 60-metre CRNs.

The beach club is another area where Custom Line went in all guns blazing. The pool is two metres by 3.8 metres, and it can remain filled with water while the yacht is under way. "Our yachts are not showrooms that aren't safe to navigate," points out Pellacani. There's a full 15 metres between the pool and the saloon doors, and exterior designer Salvetti managed to push back the upper deck support structures as far as possible to ensure the beach club felt open and airy. Unfolding wings on the port and starboard sides were considered, but in the end, the team opted for a more traditional unfolding transom that's split down the middle by a set of steps that can extend below the waterline for the utmost flexibility when accessing the sea.

Although it's built in metal, the Custom Line 50 doesn't have huge scope for customisation. Things like the pool placements, the finishes, the decor and the free-standing furniture are all up for debate, but everything else is pretty much defined. But that isn't a deal-breaker for most Custom Line clients who want "to switch off and let us take care of it", according to Pellacani. For clients who want to be hands-on and make plenty of modifications, the 50 might not fit the bill. But for experienced clients looking for something mature and sensible, calm and un-crazy, the Custom Line 50 has the mettle to stand out in the marketplace.

Custom Line 50


Sundeck
Owner's deck
Main deck
Lower deck
The sundeck rivals yachts 10 metres longer in size
With cabin forward and saloon aft, the owner's deck is a private apartment
A lift is an option
The wheelhouse is elevated a bit for better views under way
The pool connecting the aft deck to the beach club is 7.6m²
Different guest configurations are possible for sleeping up to 12 (including the owner's suite)
A 6.25m tender stows neatly away
10m
5m
0m

LOA 49.94m

LWL 45.35m

Beam 9.6m

Draught (half load) 2.13m

Gross tonnage
499GT

Engines 2 x 1,081kW Cat C32 ACERT, IMO Tier III

Generators
2 x 118kW Cat C7

Stabilisers
4 x zero speed CMC Marine electric fins LR

Speed (max/cruise)
16.5/10 knots

Range at 10 knots
4,000nm

Fuel capacity
55,000 litres

Freshwater capacity
10,000 litres

Tenders
Williams Dieseljet 625; SurvitecZodiac RIBO 340

Owners/guests 12

Crew 9

Construction
Aluminium hull and superstructure

Classification
RINA C ✠ HULL ✠ MACH, Ych Unrestricted, AUT-UMS (Y) REG Yacht Code Part A – Statement of Compliance

Naval architecture
Ferretti Group

Exterior design
Filippo Salvetti Design

Interior design
ACPV Architects

Builder/year
Ferretti Group Superyacht Yard/2024
Ancona, Italy

+39 071 5011111
customline-yacht.com

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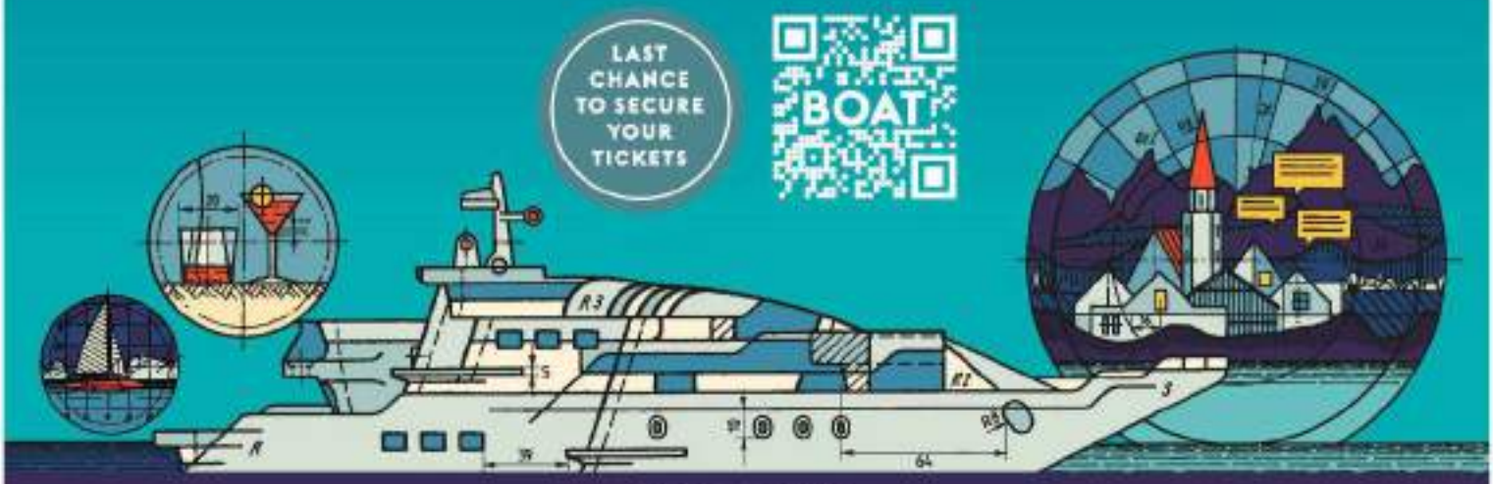

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Voyage

Inspiring your next adventure

Best by Boat

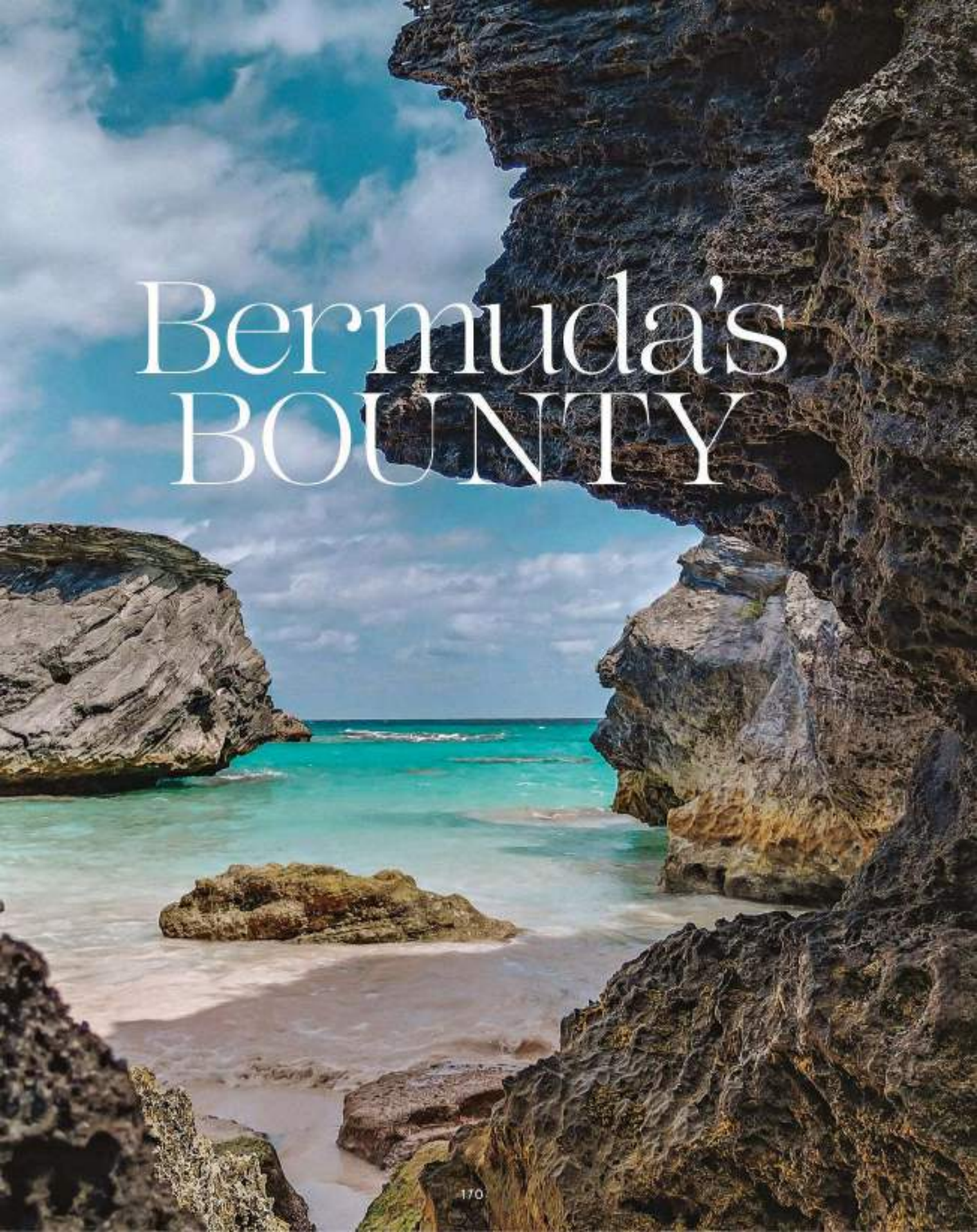
Georgia Boscawen discovers a secret Genoese hideaway with a storied past

As you walk down the waterfront of Marina Porto Antico, the ornate façade of Palazzo Durazzo may not be immediately obvious. The yellow building is knitted inconspicuously into Genoa's 17th-century cityscape, yet it was once one of the most important buildings on the waterfront. As you step through the vast iron doors into a great hall, with its high ceilings and crimson-carpeted stone steps, its significance is more obvious.

The Palazzo Durazzo was commissioned four centuries ago by the powerful Durazzo family to serve as an official guest house of the Genoese state. It has reopened as a hotel following a seven-year restoration by the same Genoese family. Palazzo Durazzo's magnificently restored splendour can be admired in its 12 suites with their frescoed ceilings, antique and contemporary furniture and original architectural features, including a gilded chapel and sculptures by Domenico Parodi. To sleep beneath a glorious fresco, book the Il Doge suite (*pictured*), which celebrates Stefano Durazzo, Doge of Genoa, with an allegorical oceanic fresco seven metres above the king-sized bed.

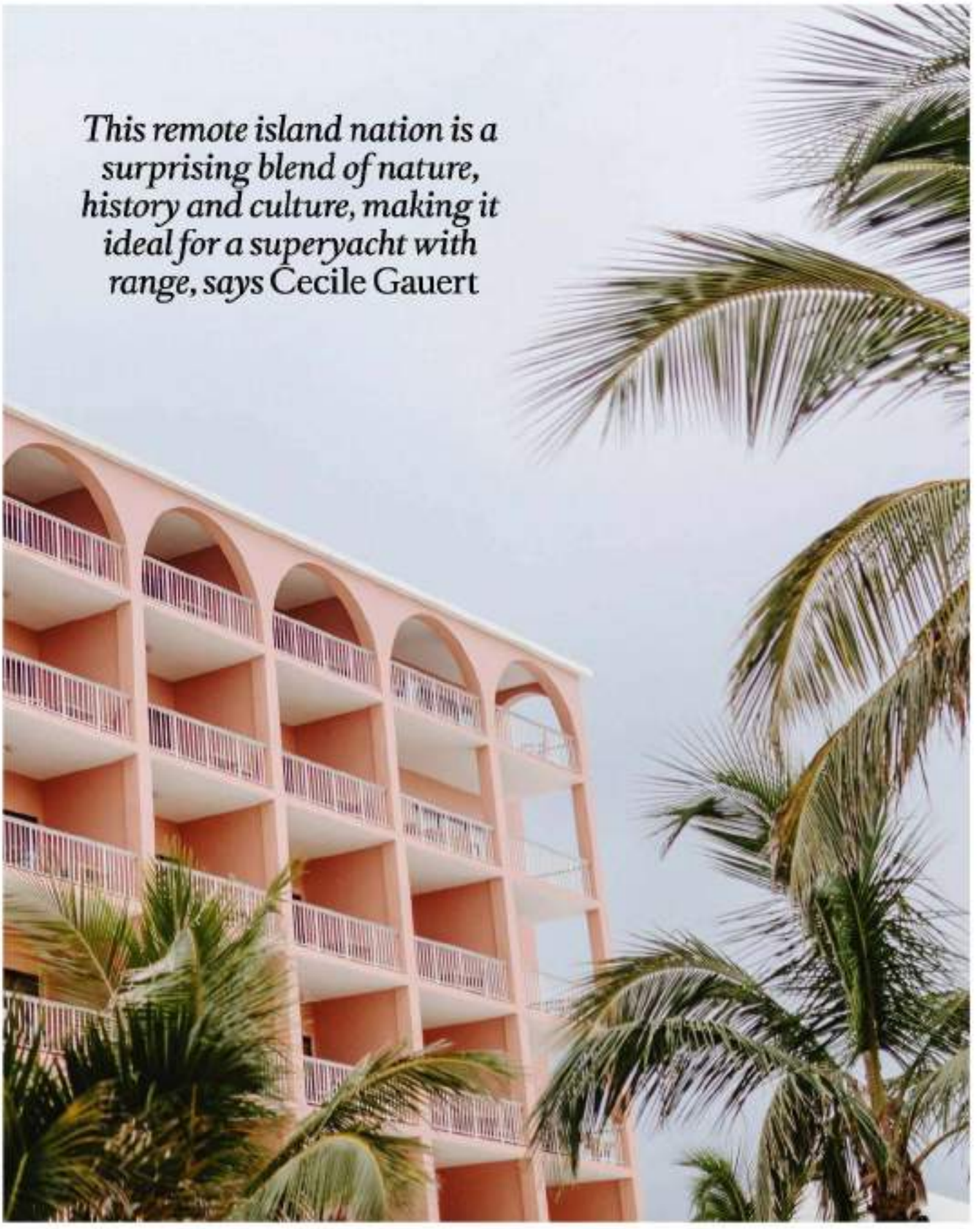
Breakfast is served in another ornate room, with views over the marina. Food is classic, with home-made breakfast pesto, focaccia and creamy panera – a sweet dessert of coffee and whipped cream.

Those visiting by yacht couldn't be closer. Palazzo Durazzo is just a few steps from Marina Porto Antico, as well as from Genoa's historic quarter. *palazzodurazzo.com*



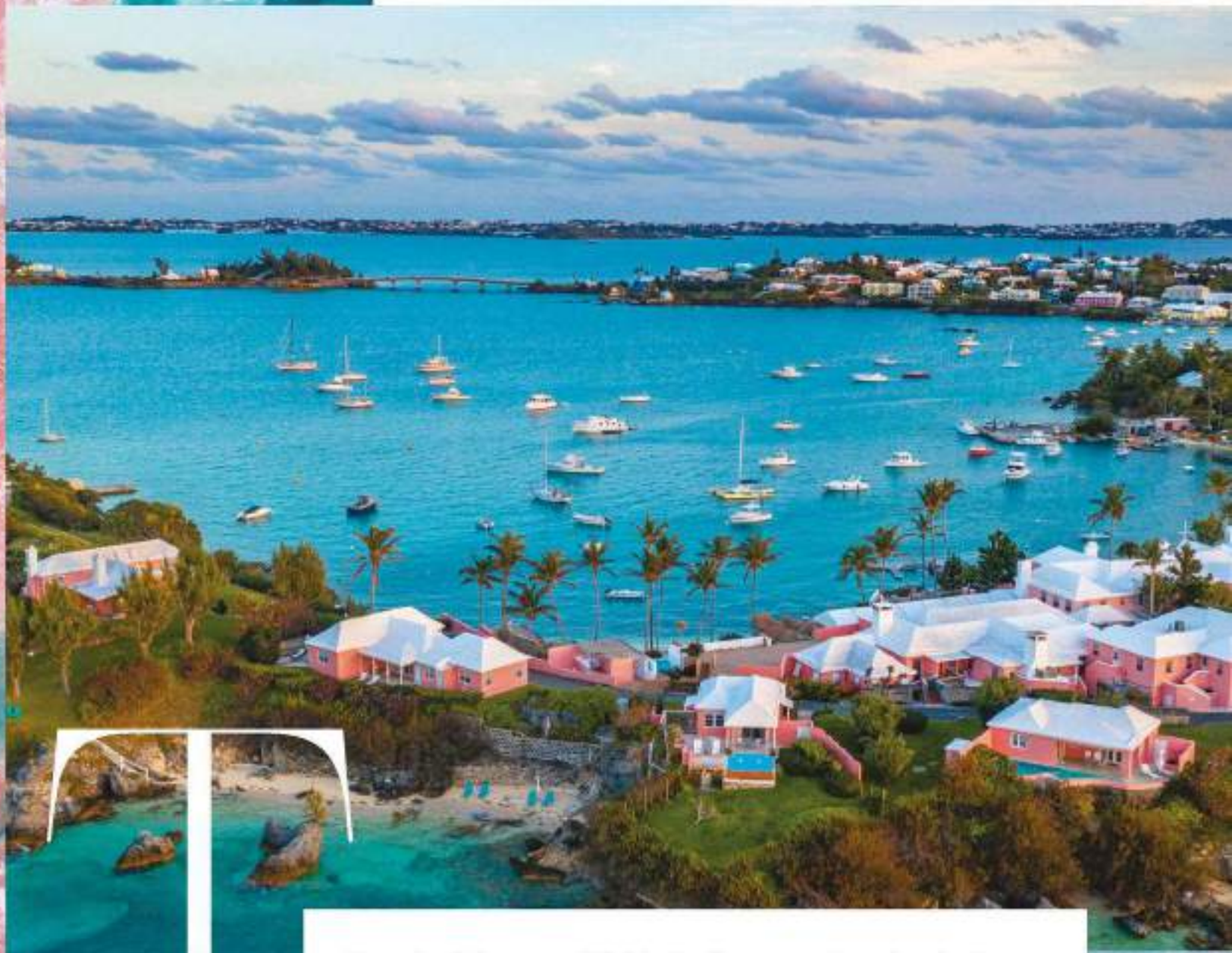
Bermuda's BOUNTY

This remote island nation is a surprising blend of nature, history and culture, making it ideal for a superyacht with range, says Cecile Gauert



PHOTOGRAPH BY SHUTTERSTOCK; MATTHEW SCHEITLER

Above: the Hamilton Princess hotel is fondly referred to by locals as "the Pink Palace"



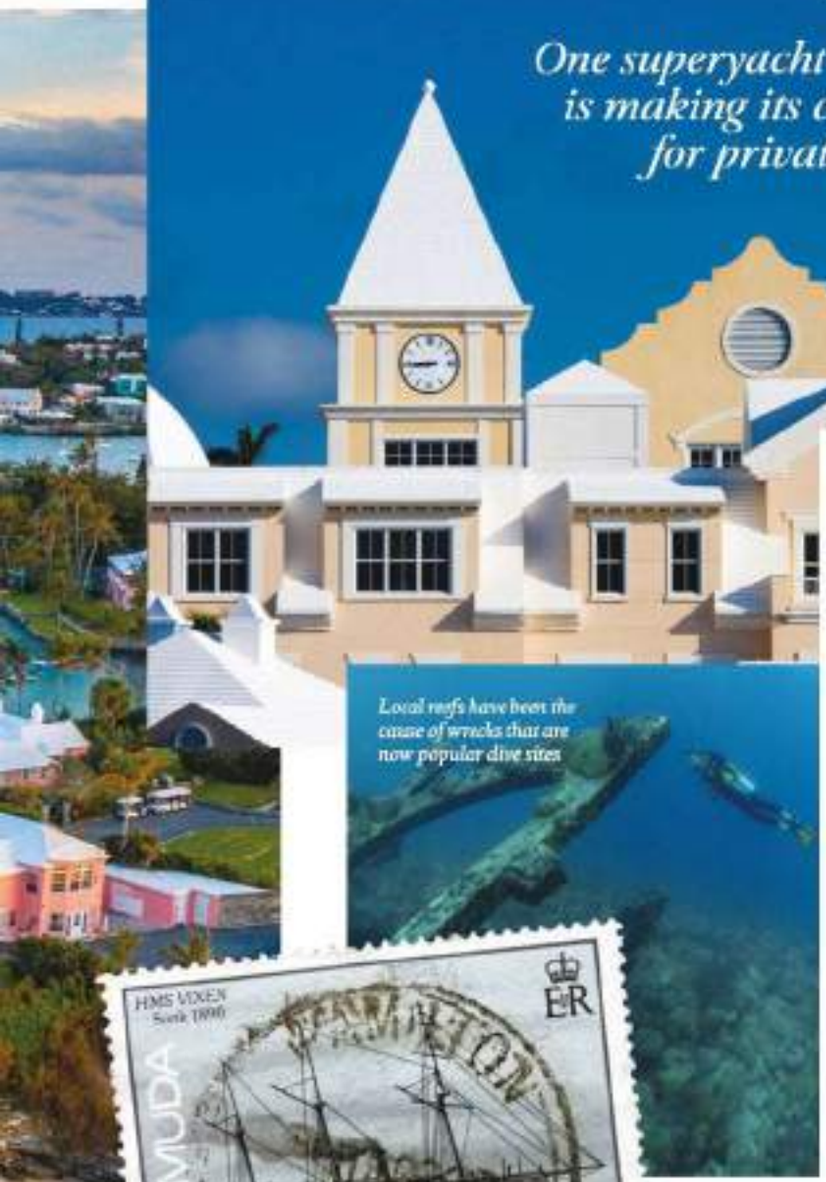
The coral reef's formation and light blues hint that we are near Bermuda, and, as if on cue, the aeroplane takes a sharp turn to reveal a thin arc of dark earth amid the aquamarine sea.

After the tell-tale squeak of tyres on tarmac, I activate my phone. "Welcome to the Caribbean," my carrier's message reads. "How wrong you are," I think. This may be the most common misconception about Bermuda. It isn't the Caribbean at all. It's located in the North Atlantic, near the Sargasso Sea, about 1,200 kilometres east of the US state of North Carolina. It is politically part of the UK (as a British Overseas Territory), which accounts for daily direct flights from London and from several US airports.

Another widespread misconception is that it is an atoll – a ring-shaped island formed of coral – like the ones found in French Polynesia. This idea is likely due to the coral reefs that surround it (unique in their location, make-up and diversity) and the volcanic activity that created Bermuda, a group of some 180 islands, islets and rocks. An atoll it isn't. Without diving into their geology and the unusual profile of the dormant volcanoes beneath and near the Bermudian islands, the landscape offers plenty of clues as to their origins. This haven of manicured grass and (mainly) pink homes with white roofs that collect rainwater – there is no natural water source other than rain – sits on compacted sand, sediments or, mostly, limestone.

Then there is the matter of the Bermuda Triangle. GPS and weather forecasting have significantly reduced the uncertainties surrounding flight and navigation around these parts, but keeping the legend alive maintains the lingering mystery of these islands, which remained

One superyacht at a time, the island nation is making its case as a great destination for private yachts and charters



Local reefs have been the cause of wrecks that are now popular dive sites

Guests on 60-metre Benetti Formosa have recently enjoyed the many activities Bermuda has to offer, both in the water and ashore

PHOTOGRAPHY: GETTY IMAGES, COURTESY OF HAMILTON PRINCESS & BEACH CLUB, ROBIE STOCK, JAMES GOURLEY

devoid of year-round human population until the early 17th century. Bermuda is the top of the so-called triangle, with Miami and San Juan, Puerto Rico the other corners, a large area where planes and ships have foundered and indeed disappeared in inclement weather.

Yes, things have disappeared closer to Bermuda, mostly ships that fell victim to the reefs that encircle the islands, but their remains are visible and are popular sites for divers. Among the most sought-after, according to locals, are the paddle steamer *Mary Celestia* (from which 150-year-old wine and perfume were recovered) and the *Constellation*, which inspired Peter Benchley's novel *The Deep*.

Another misconception is that Bermuda only serves as a waypoint for the superyachts returning to the Mediterranean after a season in the Caribbean or the Bahamas. One yacht at a time, the island nation is making its case as a great destination for private yachts and charters. Recent visitors have included *Adix*, *Amaryllis*, *Casino Royale*, *Formosa*, *Jamaica Bay*, *Just J's*, *Vanish* and *Zenji*.

"Overall, I would rate Bermuda as one of my top five places," Eric Edscorn, the captain of *Just J's*, says. He has been going for many years and returned there in June and July. The country is "beautiful, safe and clean", he says, and has enough activities to keep guests entertained for at least a week – including diving, snorkelling and e-foiling, plus there are good options for dining. While it will take a few days for the yacht to arrive from the south-east of the US or reach the north-east, it's an easy flight from many airports.

In Bermuda from the end of June to July, *Formosa*'s guests and crew also had a good experience. "We organised a beach set-up one day that was highly welcomed by our guests," says rotation captain Lucas Gourio. Of course, the beaches are famous in Bermuda and many visitors don't look beyond them. A taxi driver tells me cruise-ship passengers head straight there when the ships are in town. But Bermuda offers "lots of activities ashore", Gourio says. "You can visit the Crystal Caves or rent a scooter and scout the island," he adds, "not to mention all the watersports [such as fishing, diving and kite surfing] along with the snorkelling and diving that the waters have to offer."

Since the 2017 America's Cup, which saw the highest concentration of big boats, yachts have been calling on Bermuda for more than fuel, says Mark Soares of Bermuda Yacht Services. Spring and early summer 2024 have seen the most yachts since the international racing event put Bermuda back on the yachting map. Signalling its willingness to welcome more yachts, the government changed the rules for private and charter yachts in 2019, making it easy to obtain a six-month cruising permit that also allows foreign-flagged vessels to do local charters. The fees are comparable and, in many cases, lower than they are in other popular charter destinations. In addition,

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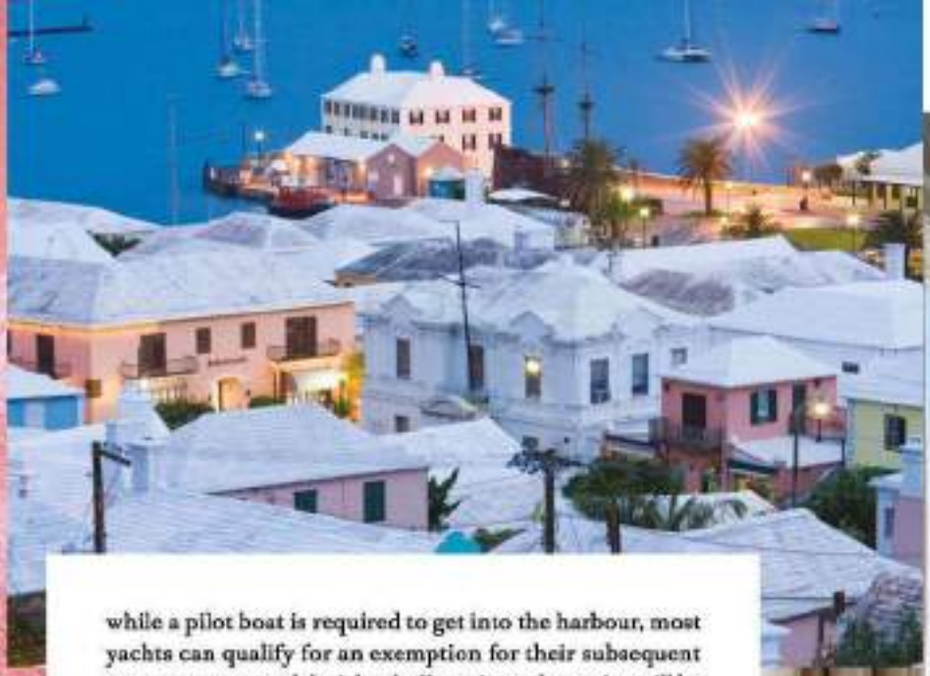

The Rosewood Bermuda is a luxurious resort in the east of Bermuda. Left: St George's was the territory's first English settlement

while a pilot boat is required to get into the harbour, most yachts can qualify for an exemption for their subsequent movements around the islands. Experienced captains will be wary of shallows, and a good chase boat is an asset to reach pristine beaches, Soares says.

Facilities for yachts exist in various locations. Bermuda Yacht Services operates in St George's, the island's original capital and a UNESCO World Heritage Site, where yachts as large as 90 metres can be accommodated. There is also the Pier 41 Marina at the Royal Naval Dockyard, and in Hamilton there is the Royal Bermuda Yacht Club (one of the western hemisphere's oldest clubs) and the Hamilton Princess. The latter is where my first stop is in a quick three-day visit.

A quick taxi ride from the newly refurbished airport to the Hamilton Princess and Beach Club goes over a narrow causeway. Water is never far in Bermuda. "You never have to drive more than five minutes from anywhere," Jasmine Furbert, from the Bermuda Tourism Authority (BTA), tells me. For this reason, all children learn to swim early, she adds. It is tradition to gently toss three- and four-year-olds into the water, a rite of passage in many families.

I immediately recognise the hotel (once nicknamed the Pink Palace) as the taxi turns a corner in the island's small capital of Hamilton. It is a historical structure originally designed by 19th-century Scottish architect William Hay that blends Victorian touches with elements common in colonial architecture. The island's original luxury hotel, the HamiltonPrincess (now a Fairmont) was reborn as a modern classic in 2016 after a three-year, $100 million renovation.

The resort is a sprawling complex, comprising a top-notch marina with floating docks, pools and several buildings. Walking the hallways is never boring here. The Green family, who have owned the resort since 2012, collect modern art. Andy Warhol, Damien Hirst, Jeff Koons, Banksy and Kaws are prominently featured, but also more classic artists, such as Picasso and Matisse. Then, there is the excellent window shopping in the retail gallery.

Two speciality restaurants and bars offer international cuisine (a gooey smoked Gouda mac and cheese is one of the delectable sides at the Intrepid steakhouse – the code name of Second World War-era British intelligence agent, Sir William Stephenson, once a guest at the hotel). In addition to steaks, the restaurant serves beautiful local seafood, such as wahoo. But it is worth saving some room for pudding – the dense seven-layer chocolate cake will do for the whole table.

More casual is the panoramic 1609 restaurant overlooking the harbour. Its name refers to the year the *Sea Venture* shipwrecked on Bermuda's shores on its way to the colony of Jamestown in the New World, leading to Bermuda's first permanent British settlement. Cross breezes are plenty here, with birds flying in and out of the restaurant and bar. You could have the traditional Dark 'n' Stormy but the bartenders pride themselves on more venturesome blends of spirits.

That's one of the characteristics of Bermuda – you can get a taste of adventure. For example, there's cave diving in the spectacular underwater structures around the island or many wrecks, and free-diving is also practised here. Or you could enjoy a leisurely week combining fun on the water, where jet skis are welcome, with activities on shore. The latter should include meals at local bistros such as Wahoo's in St George's (the wahoo nuggets are a must), visiting excellent museums (Masterworks Museum of Bermuda Art has a fascinating permanent collection and exhibits of Bermudian artists or

Right: the Loren at Pink Beach is a suite hotel and residence property offering fine ocean views and elegant interiors

RETURNS

Classic and modern artworks are displayed in the lobby of the Hamilton Princess and Beach Club

There's cave diving in the spectacular underwater structures around the island, and free-diving is also practised here

works inspired by the amazing light, seascapes and flora of Bermuda), spas (including the unusual Natura Cave Spa at the Grotto Bay Beach Resort or the luxurious Rosewood Bermuda), or play a round or two of golf. The courses, whether private or public, are generous with tee times, according to Soares. The Port Royal Golf Course's 16th hole is famous for its panoramic views and is a cliffhanger unique in the world, according to former UK PGA champion and golf marketer Andrew Brooks.

Bermuda does hold a few interesting records, including having more churches per square mile and more golf courses per capita than anywhere else in the world. It's also the smallest country with a national park (the Bermuda Railway Trail National Park, 29 kilometres long, spans the distance from St George's to Somerset Village, where the world's smallest drawbridge is located).

But the protected ocean environment is what is most likely to attract superyachts and their guests. "One of my wife's favourites is the glow-worm display; they look like stars in the water, up to 72 hours after every full moon," Soares says. The bioluminescent fireworms light up during their mating ritual. "You can put a glow stick in the water and they all come up. And I see turtles every day," he adds. Humpback whales also pass by Bermuda on their migratory routes every spring and autumn.

"We are very proud of our reef life. Our parrotfish are protected, so you will see them everywhere," says Bermudian Nina Steinhoff, director of marketing for the BTA.

Bermuda is rare, precious and fragile. With strict environmental laws, it still manages to improve on its infrastructure, with luxury hotels being upgraded in recent years. The famous Fairmont Southampton, perched atop Bermuda's highest point, has undergone major renovations, and new properties have come online, such as a St Regis and the Loren, a modern suite hotel and residence property.

Within a few days, I have fallen again for the charms of this island, civilised and wild, relaxed and polished, mysterious and approachable. Bermuda's inherent contradictions are part of its irresistible appeal. ◻

PHOTOGRAPHY: GAVIN HELLIER/ALAMY STOCK PHOTO; KIMPTON ON BEHALF OF ROSEWOOD BERMUDA; COURTESY OF HAMILTON PRINCESS & BEACH CLUB; ADOBE STOCK; COURTESY THE LOREN AT PINK BEACH

MY R23

Length: **47.39 mt**
Years (built/refit): **2002/2023**
Builder: **Rossinavi**
Price: **195.000 eur + VAT**

Guests: **12+**
Cabins: **6**
Crew: **11**
Broker: **Isabella Moncada**

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MY PEMBE

Length: **26 mt**
Years (built/refit): **2018**
Builder: **Sanlorenzo**
Price: **64.000 eur**

Guests: **8+**
Cabins: **4**
Crew: **3**
Broker: **Aloisa Moncada**

MONCADA 1963

VOYAGE NEWS

The latest must-have accessories, remote getaways and top travel tips

Pyjama party

New & Lingwood ticks all the right boxes for warm nights on board as well as cooler climes in the mountains this winter, with pyjamas in both silk and cotton. The heritage brand's latest sets are available in a range of colours and prints, from paisley to nautical. *From £195, newandlingwood.com*

Winter wellness

Arev St. Tropez - one of the coolest new properties on the French Riviera – has launched a series of winter wellness packages at its brand-new spa. This includes a two-night wellness and weight loss programme. *arevcollection.com*

Blanc beaches

Illustrious hotel brand Cheval Blanc has opened a new hotel on Mahé Island in the Seychelles. Consisting of 52 villas, the new property hugs the immaculate Anse Intendance beach, while some of the villas are sprinkled across the lush green hills. The hotel opens with five restaurants and a Guerlain Spa. *chevalblanc.com*

Thai healing

This season, the highly regarded Anantara Layan Phuket Resort is opening a transformative new wellness retreat on the powder-white sands of Phuket's west coast. Combining technology and ancient Thai healing traditions, the new resort offers a series of three- to 10-day programmes created by doctors and local medicine practitioners. *layanlifephuket.com*

Cliff hanger

Hewn into the cliffs on its own 40-hectare estate, the Four Seasons Resort Mallorca has opened its doors on the island's northernmost peninsula. The property sits among immaculate gardens overlooking a private stretch of golden beach. *fourseasons.com*

Exclusively online

Looking to get off the beaten track? Take a look at the finest explorer yachts available for charter at *boatint.com*

PHOTOGRAPHY: ADAM BRUZZONE; COURTESY OF CHEVAL BLANC SEYCHELLES; COURTESY OF FOUR SEASONS RESORT MALLORCA AT FORMENTOR

The Rhodes Restaurant at the Calabash Hotel in Grenada. Right: chef Nicholas Pena Alvarez

Chef's Secrets

Chef Nicholas Pena Alvarez highlights the foodie hotspots of Grenada to *Georgia Boscawen*

Hailing from Vancouver, chef Nicholas Pena Alvarez champions local ingredients with flair, working in Michelin-starred restaurants around the world and immersing himself in culinary cultures. This journey continues in Grenada at the Calabash Hotel, where he showcases the Caribbean island's food scene with an international edge.

Favourite fine-dining restaurant in Grenada?

Azzurro is a great example of Italian food, and it has a super wine list. The white fish carpaccio with passion fruit is one of my favourites. The vitello tonnato is also a great take on a classic. The view from the restaurant is amazing, especially at sunset.

Best beach club?

Umbrellas and Aquarium are both good choices. Umbrellas is a little more casual with more of an island vibe and has live music. I usually get the Umbrellas Cooler, which is rum, grapefruit soda and bitters – it's excellent on a hot night. Aquarium is a nice spot to take friends and family for more of an upscale dinner. You can sit right on the beach and the menu is really varied. I would always recommend the fish, or lobster when it's in season.

Top swanky cocktail bar?

Sabrina's Treehouse has an amazing concert series of jazz bands. It's in the mountain area of Saint David so it's an adventure just getting there, but it's worth it.

Best way to spend an afternoon?

I would sail up to Sculpture Park and go snorkelling to see the underwater museum off the west coast.

Secret spot for a picnic by the water?

There is a small place called Ben Beach, a short walk off the beaten path at Quarantine Point. You need to be a little adventurous to get there but it is often completely deserted and it's a nice sandy spot with great swimming water. Bring a few coconuts to drink from and some fresh fruit, which you can get from the roadside.

Best local bar?

Esther's Bar on Grand Anse is one of my favourite places. It is right on the beach, the drinks are great, the vibe is exactly what you would expect from a small island beach bar – it's a really fun spot. *calabashhotel.com*

The Rhodes Restaurant serves local ingredients with flair

Sea Spa

Jumeirah Mallorca, Spain

Where is it?

The whitewashed walls of Jumeirah Mallorca are perched high atop a cliff on the island's quiet north-west shore.

Why the hype?

Views stretch across the sea in one direction and against the backdrop of the UNESCO Heritage Serra de Tramuntana mountain range in the other. Watch the sun dip below the horizon while enjoying Japanese-Peruvian fusion and a DJ soundtrack at the Sunset Lounge. Or try the Taste of Mallorca menu at Es Fanals, which serves delights such as spiced tuna belly and suckling goat.

What to have?

Bask in the outdoor thermal hydrotherapy pools at the 2,200m² Talise Spa. Treatments are designed to spark a positive change in your physical and emotional well-being. The 90-minute Crystalis massage is a journey for the senses, blending healing crystals and plant aromatherapy. Your therapist will use warmed Tiger Iron stones to knead into deep knots, so you'll feel wonderfully unfurled.

Best by boat

Port de Sóller – made wealthy by Mallorca's orange trade in the 19th century and lined with art nouveau architecture – has many docks for the tender, and a private car will whisk you to Jumeirah Mallorca in five minutes. *jumeirah.com*

PHOTOGRAPHY: COURTESY OF CALABASH; COURTESY OF JUMEIRAH MALLORCA

Voyage Edit

The best Caribbean hotels for private parties

CHEVAL BLANC, ST BARTHS

While Cheval Blanc is the ultimate laid-back West Indies hotel, its events team – or Ambassadeurs – is ready to spring into action to transform the property for you, whatever your desire. Weddings on Flamands Beach? No problem, just name the date. More intimate gatherings can take place too, be it a birthday in La Case or a bar mitzvah in La Cabane. *chevalblanc.com*

AMANYARA, TURKS AND CAICOS

Set on the immaculate white sands of a 7,000-hectare nature reserve, Amanyara is a collection of waterfront villas and pavilions on Providenciales. While Asian-inspired, the accommodation fits beautifully into the aesthetics of the unspoiled Caribbean peninsula. With villas that can cater for up to 70 guests and the restaurant up to 120, Aman is more than capable of handling celebrations or weddings. *aman.com*

SILVERSANDS BEACH HOUSE, GRENADA

If you're in the market for a resort buyout, this intimate new resort is a fine option. Perched atop a dramatic stone bluff on Portici Beach, the hotel has 28 canopied villas and a host of beautiful, biophilic-designed spaces that are well suited for elegant gatherings. A dedicated wedding planner is on site, but other celebrations will be just as spectacular in this secluded spot. *silversandscollection.com*

FOUR SEASONS RESORT AND RESIDENCES ANGUILLA

Surrounded by gleaming turquoise waters, the Four Seasons Resort and Residences Anguilla is on the island's sandy north shore. Not only does it have beautiful standard rooms, the hotel's enormous beachfront villas are fit for a king with private pools, chefs and room for entertaining. The property can host up to 300 guests on its Aleta pool deck alone. *fourseasons.com*

PHOTOGRAPHY: COURTESY OF CHEVAL BLANC ST BARTHS; COURTESY OF SILVERSANDS BEACH HOUSE; COURTESY OF FOUR SEASONS RESORT AND RESIDENCES ANGUILLA; COURTESY OF AMANYARA

By Georgia Boscawen

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"ALTAIR"

WILLIAM FIFE III 108FT GAFF RIGGED SCHOONER 1931/2007

Named after one of the brightest of stars, the William Fife III schooner ALTAIR's near mythical status in the classic yacht world is all for very good reason - this yacht has become the standard-bearer for the cause of authenticity since her landmark restoration in 1987. While important as the yacht that started what has become the classic yacht revival, that role is as nothing to her own status at the top of this hierarchy. ALTAIR is the ultimate vintage yacht – and surely one of the world's most beautiful works of mind and hand. Always the darling of the classic regatta fleet and often winning her class, in more recent years she has succeeded in paying homage to her original owner's unfulfilled desire to safely sail to the South Sea Islands. Her dimensions have allowed for the modern comforts that a smaller classic will not; all discreetly concealed and allowing her to cruise anywhere. Above all, she is blessed with the spirit engendered by her original designer, the incomparable William Fife III. As one of the very few classic yachts of her vintage afloat with unbroken Lloyd's ✠ 100A1 classification, having passed survey again with flying colours in 2021, ALTAIR is in her element - as ready to cruise the world as she is for racing.

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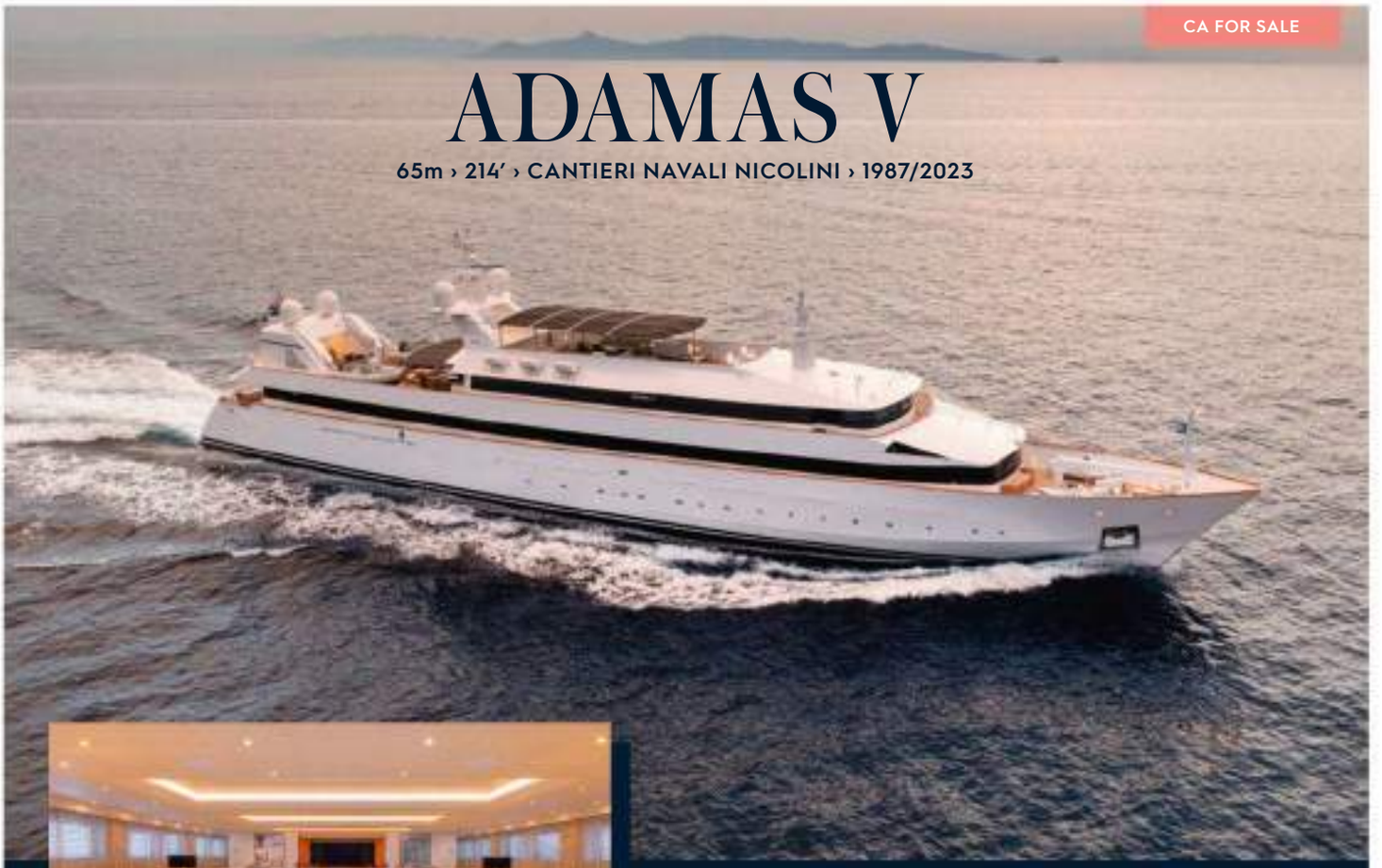
ADAMAS V

65m › 214′ › CANTIERI NAVALI NICOLINI › 1987/2023



Majestic Elegance

SPECIAL FEATURES

- 215′ / 65m, 986 GT, Proven Global Explorer
- Built by Sanzio Nicolini for the Emir of Qatar as "AL MENWAR"
- Multi-million refit in 2023 supervised by Giorgio Vafiadis
- 130sqm impressive Owner's suite on the main deck
- 50sqm VIP Suite with direct access to the Owner's salon
- 4 Guest Suites all on the bridge deck — rare for the yacht category
- Maximum speed of 20 knots
- Range of 5,200 nautical miles at a cruising of 15 knots
- Lloyd's Class 100A1 + LMC
- EU VAT Paid

ADAMAS V is available for inspection in Athens, Greece

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34m › 110' › JFA YACHTS › 2012/2023
€ 16,950,000*
GEORGESB@FRASERYACHTS.COM
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World's largest carbon fiber cruising catamaran, designed by VPLP and benefiting from a comprehensive 2023 refit. Four staterooms plus crew quarters within massive volume. This BV classed marvel offers the excitement of setting sail without the 3-year wait for highly in-demand sailing catamarans. Offers encouraged.

ANTARES
42m › 136' › ROYAL HUISMAN › 2022
€ 11,500,000*
GEORGESB@FRASERYACHTS.COM
+1 305 491 2211

Superb Royal Huisman quality world-cruising yacht designed by Bill Dixon, featuring double 4 staterooms plus 6 crew. Refitted and upgraded to her current impeccable condition. Large and secure cockpit open to saloon. Proven family world-cruising yacht.

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QUEEN MAVIA
62m › 203' › OCEANCO › 2001/2020
€ 34,900,000
DENNIS.FREDERIKSEN@FRASERYACHTS.COM
+377 93 100 450

MOSAIQUE
50m › 164' › PROTEKSAN TURQUOISE › 2002/2022
$ 13,900,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 463 0600

BELLE ANNA
50m › 164' › ISA › 2012
€ 16,900,000
ALEX.KRIK@FRASERYACHTS.COM
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MADO
39m › 129' › ADMIRAL YACHTS › 2009/2023
€ 9,500,000
BRYAN.SOMERSET@FRASERYACHTS.COM
VASSILIS.FOTILAS@FRASERYACHTS.COM

NIMIR
35m › 116' › AZIMUT › 2014
€ 5,500,000
ANTON.FARBER@FRASERYACHTS.COM
+377 93 100 450

TROPICANA
32m › 105' › ADMIRAL YACHTS › 2004/2020
€ 1,990,000 › VAT PAID
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BRAVADO
45m › 147' › ABEKING & RASMUSSEN › 2004/2024
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ANTOINE.LARRICQ@FRASERYACHTS.COM
+33 6 78 63 61 72 MONACO

A pedigree build blending elegance and functionality. Accommodates 12 guests and 11 crew, with regular refits and upgrades by the same owner since 2015. Twin MTU engines provide a 3,500 nm range, proven world cruising yacht. Lloyd's commercial and under 500 GT.

ZeXPLORER
41m › 133' › NEWCASTLE MARINE › 2013/2022
$ 14,450,000
ANTOINE.LARRICQ@FRASERYACHTS.COM +33 6 78 63 61 72
GEORGESB@FRASERYACHTS.COM +1 305 491 2211

Ice-strengthened luxury superyacht with major refit in 2022. Accommodates 12 guests and 7/8 crew. Explore remote regions in comfort and style. Twin CAT engines, Quantum stabilizers, and built to ABS standards for commercial use. Under 500GT.

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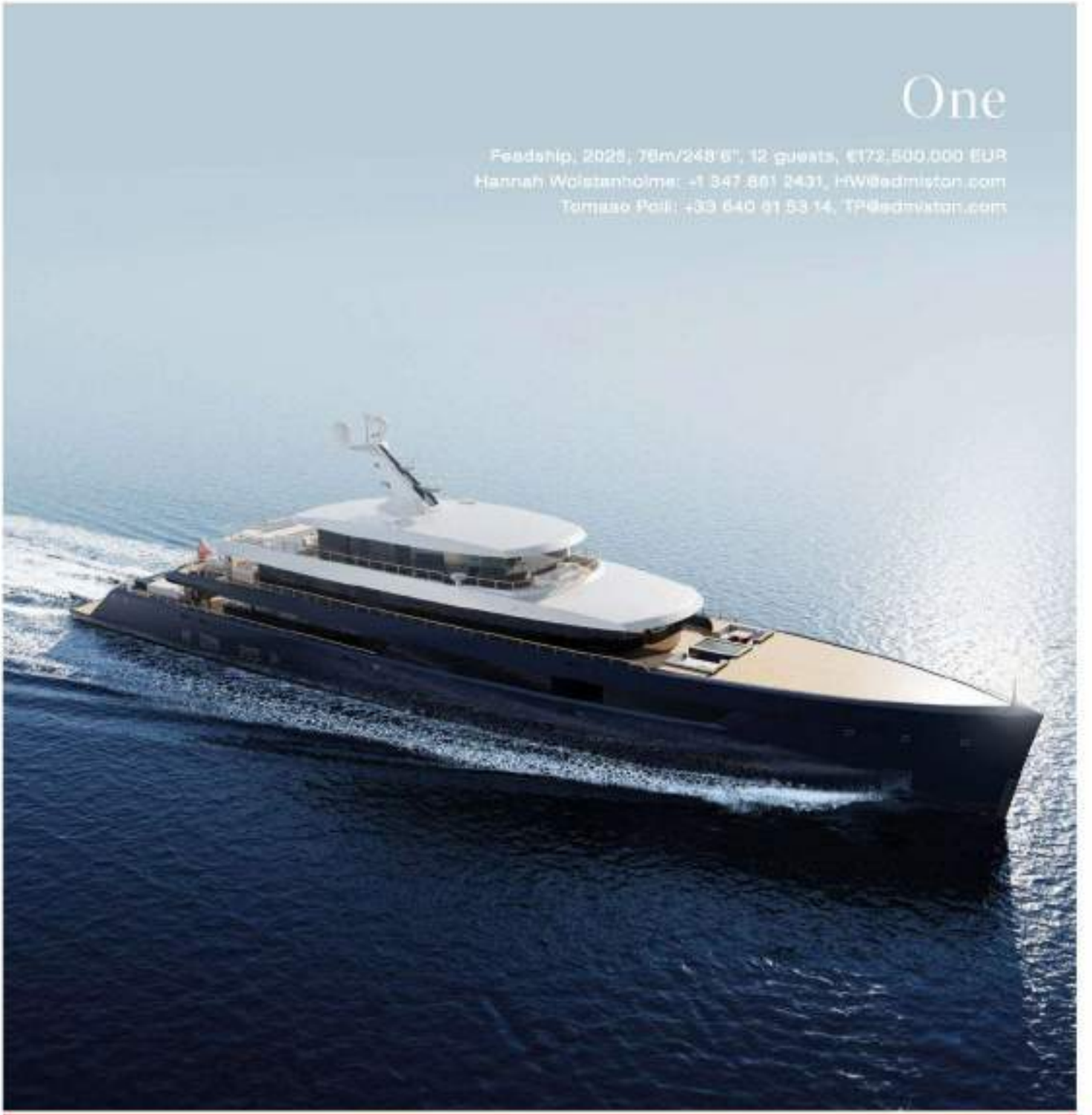
One
Feadship, 2025, 76m/248'6", 12 guests, €172,500,000 EUR
Hannah Wolstenholme: +1 347 861 2431, HW@edmiston.com
Tomaso Poli: +33 640 01 53 14, TP@edmiston.com

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257'/78m A&R 2011 **AMARYLLIS***

236'/72m Tankoa 2018/2023 **CASINO ROYALE***

208'/64m Benetti 2006 **LIONESS V***

197'/60m Lurssen 2010/2024 **BELLA VITA***

173'/53m Oceanco 2000/2024 **FRIENDSHIP***

171'/52m Amels 2004/2024 **NITA K II***

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174'/53m Oceanfast 2004/2023 **MIZU***

154'/47 Wider 2016/2023 **BARTALI***

138'/42m Richmond 2004/2023 **MISS STEPHANIE**

111'/34m Sanlorenzo SP110 2022 **ANMAX***

104'/32m Westport/Crescent 2000 **REPOSADO**

95'/28m Sunseeker 2018 **KARILLIAN & CO.**

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221'/68m Icon 2010/2020 **LOON***

214'/65m Feadship 2009 **TRIDENT***

190'/58m A&R 2007/2023 **AMARAL***

180'/55m Amels 2013 **GENE MACHINE***

164'/50m Proteksan 2002/2022 **MOSAIQUE***

154'/47 Dunya 2024 **KING BENJI***

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131'/40m Sunseeker 2010/2023 **ABOUT TIME***

121'/37m Benetti 2013 **NAMASTE**

120'/37m Feadship 1991/2021 **LADY VICTORIA**

95'/29m Intermarine 2001/2024 **CARPE DIEM**

90'/27m Riva Argo 2019 **BEYOND BEYOND**

85'/26m Pacific Mariner 2008/2023 **LADY B**

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For sale
HERE COMES THE SUN
2017 (refit 2021)
Amels, The Netherlands
EUR 199,000,000

For sale
NITA K II
2004 (refit 2024)
Amels, The Netherlands
USD 22,500,000

For sale
ROCKET
2011 (refit 2021)
Heesen, The Netherlands
EUR 28,000,000 (Tax paid)

For sale and charter
HEMISPHERE
2011 (refit 2023)
Pendennis Shipyard, UK
EUR 46,000,000

For sale
STARBURST III
2017 (refit 2019)
Bilgin Yachts, Turkey
EUR 20,900,000

For sale
PROJECT MAGIC
2025
Vitters Shipyard, The Netherlands
Price on application

For sale and charter
SILVER DREAM
2001
Warren Yachts, Australia
EUR 6,250,000

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For sale
SEED
2019
Princess Yachts Int., UK
EUR 17,000,000

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INCOGNITO
2005 (refit 2019)
Overmarine, Italy
USD 3,950,000 (US duty paid)

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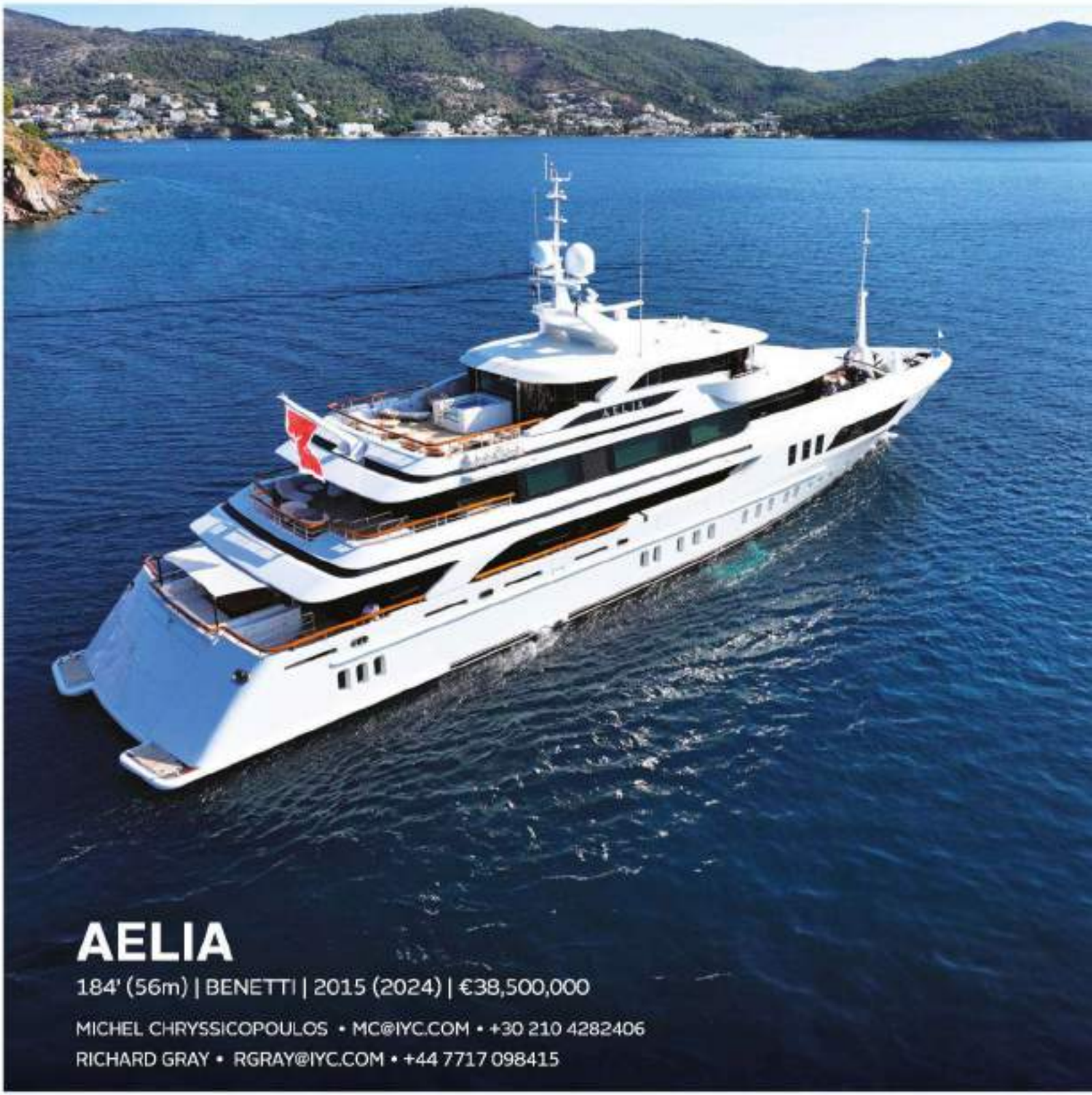

AELIA

184' (56m) | BENETTI | 2015 (2024) | €38,500,000

MICHEL CHRYSSICOPOULOS • MC@IYC.COM • +30 210 4282406

RICHARD GRAY • RGRAY@IYC.COM • +44 7717 098415

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GECO
181' (55m) | ADMIRAL | 2020 | €29,500,000
MICHEL CHRYSSICOPOULOS
MC@IYC.COM • +30 210 4282406

OCEANIC 143
143' (43m) | CANADOS | 2023 | $23,500,000
MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167
KEVIN BONNIE
KBONNIE@IYC.COM • +33 6 16 39 19 59

STARFIRE
177' (54m) | BENETTI | 1997 (2023) | $14,490,000
RICHARD GRAY
RGRAY@IYC.COM • +44 7717 098415
MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

TC
132' (40m) | SUNSEEKER | 2020 | $16,990,000
MATTHEW STONE
MSTONE@IYC.COM • +1 954 854 6153

PANEMAS
150' (46m) | TECNOMAR | 2012 (2019) | €15,500,000
MICHEL CHRYSSICOPOULOS
MC@IYC.COM • +30 210 4282406

TOUCH
120' (36m) | LOUISBOURG | 2004 (2022) | $4,500,000
KATIE MACPHERSON
KMACPHERSON@IYC.COM • +1 954 554 5634
MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

TANZANITE
145' (44m) | WESTSHIP | 2004 (2023) | $9,900,000
MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

MOONEN 110 MUSTIQUE
112' (34m) | MOONEN | 2023 | $16,900,000
RICHARD GRAY
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MATTHEW STONE
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FREEDOM

€8,950,000 Ex. Tax | 2018

Listing broker: Alex Head alex@sunseekerlondon.com +44 (0) 7900 362 417

SUNSEEKER 88 YACHT

LOKI

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LADY M
£10,495,000 Ex. Tax | 2025
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MARGUERITE 201' (61m) Lurssen | FOR SALE & CHARTER

PRIME OPPORTUNITY!

MARGUERITE is seriously for sale after an extensive mechanical refit and full paint job. Maintained to the highest standards, this immaculate Lurssen features an incredible interior volume with accommodations for 12 guests in 6 staterooms.

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400' (122M) LURSSEN | KISMET *DELIVERED

377' (115M) LURSSEN | AHPO *DELIVERED

350' (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337' (103M) LURSSEN | JASEJ *UNDER CONSTRUCTION

311' (95M) LURSSEN | CC-SUMMER *FOR CHARTER

295' (90M) LURSSEN | PHOENIX II *DELIVERED

279' (85.1M) LURSSEN | SOLANDGE *DELIVERED

242' (74M) AMELS | AURORA *DELIVERED

219' (67M) CRN | MARANELLO *UNDER CONSTRUCTION

219' (67M) CRN | PROJECT 146 *UNDER CONSTRUCTION

206' (63M) ROSSINAVI | UTOPIA IV *FOR SALE

200' (61M) ROYAL HAKVOORT | ASIA *DELIVERED

196' (60M) AMELS | ENTOURAGE *FOR CHARTER

150' (46.2M) FEADSHIP | TASIA FOR SALE

151' (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

136' (41M) PALMER JOHNSON | DEFIANT *FOR SALE

131' (40M) FEADSHIP | LADY SANDALS *FOR SALE

118' (36M) AB YACHTS | FIVE WAVES *FOR SALE

Bernard Gallay
Yacht Brokerage

2023. This innovative hull is the result of precision work, quality and attention to detail, offering outstanding performance, elegant design and luxurious comfort.

She has been designed and engineered for high-speed sailing in all wind and sea conditions. She offers all her guests breath-taking sensations in comfortable and safe conditions. FANCY can accommodate up to 9 people in a Master suite, a VIP cabin and 2 double cabins (one featuring an additional pullman bed). On deck, FANCY has an exceptional swimming platform, as well as spacious relaxation and dining areas, always elegant and preserving a high quality of service.

Wally 107ft SPIRIT OF MALOUEN X

2012. Designed by Judel Vrolijk and built at Green Marine in the UK, as the first Wallycento HAMILTON, the yacht was extended by 7 feet to improve her performances. She has since been constantly upgraded to excel both in Mediterranean cruising and competitive racing, whether inshore on the Maxi Circuit or in offshore events like the Middle Sea Race and the RORC600 in the Caribbean. Notably, she claimed victory in the Maxi Class at Les Voiles de St Tropez in 2022.

104ft Trehard Sloop ASAHI

1998 – Refit 2019. Designed by Jacques Faroux and built for an experienced yachtsman, she was destined from the beginning to be a top-notch performer on the water and in the charter market. She is reportedly the only sailing yacht which has 4 Owner/Guest staterooms which convert from 8 single beds to 4 king-sized beds. Additionally, the two forward staterooms can be combined into a spacious master suite, featuring a centre line king bed and separate his-and-her baths.

97ft Alan Buchanan Ketch TELSTAR VI

1968. Total rebuild in 2019. Classically designed auxiliary ketch with all the character and style of the 1960's, but the luxurious comfort, amenities and advantages of a modern yacht. Her strength and long range will provide endless enjoyment for world cruising. She is carvel built of mahogany and oak. She underwent a substantial €13 Million refit from 2012 to 2019 where she was completely stripped out, partly replanked, beams and floor replaced with laminated beams, re-fastened and sheathed with epoxy. Her all-new equipment also includes carbon spars. The extensive refit enables MCA coding.

90ft New Classic Hoek Design ATALANTE

2009. Refit 2023. Built by Holland Jachtbouw, ATALANTE has proven to be an excellent family cruising yacht in all destinations, combining a spacious interior and exterior layout with high-sailing performance. Participating in various regattas, she was winner of the Hoek Design Cup in 2012 & 2013. She also achieved second place overall in the Palma Superyacht Cup in 2013. She features ample interiors and alfresco living areas; with the central cockpit serving as a social centre for guests and the aft cockpit for sailing functions.

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1990. ONYX 2 offers amazing space and comfort for those onboard to cruise anywhere in the world.

She is seaworthy, well-built and well-equipped. She accommodates up to 12 guests in 6 cabins and 7 crew in 3 cabins. She further features an impressive deck house which offers an incomparable interior space. Her draft of only 3.5 m allows her to access most anchorages.

She is equipped with a great 600 HP Deutz main engine rebuilt in 2022 and 2 new 250 HP Volvo auxiliary engines.

189ft Classic Yacht HARMONY II

1955. Refit 2001 & 2021. HARMONY II was initially built as a passenger ship but has been registered as a commercial yacht since her latest refit.

She is a unique yacht, perfectly combining a classic style with modern technology. She can accommodate up to 12 guests in 7 cabins, as well as 9 crew members. She is equipped with a dance floor, a gaming room and cinema. She further boasts excellent charter records.

125ft Nicolini CHEETAH MOON

1986. Refit 2012 & 20. CHEETAH MOON is a 38m Steel/Aluminium Displacement Motor Yacht built by famous Cantiere Navale Nicolini.

5 cabins accommodate 10 guests with 7 crew. She is in excellent condition, continuously maintained to a very high level. In 2012, new engines CAT C32 and 2x Kohler 80kW generators have been installed.

Mondomarine 120 PAULA III

1994. Refit 2021 & 22. PAULA III can accommodate up to 12 guests in 5 cabins. This yacht features an interior design imagined by the architect Aldo Cichero. She was initially named FAUCHON, then BEYOND THE SEA, OCEAN GLASS and now PAULA III. She has a variety of luxurious living spaces attractively arranged to create a warm and welcoming atmosphere on board, therefore making her the perfect luxury yacht to cruise with friends and family or for the charter market. In 2022, she was chartered 52 days, which is exceptional.

93ft Heesen HEARTBEAT OF LIFE

1999 – Refit 2008. Luxury semi-displacement motor yacht which boasts 4 cabins for up to 8 guests, including a wide master suite with a study area, a further double bed cabin, one twin cabin with Pullmon and one single bed cabin for a child. She is also capable of carrying a crew of up to 5. She is equipped with Zeo speed Naiad stabilisers. She is BV classed and Maltese commercially flagged.

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California
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ARCADIA A115
2026
6 cabins | 2 x 1300 hp MAN V8

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ARCADIA A85
2024
4 cabins | 2 x 800 hp MAN i6

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+33 4 93 93 13 69

ARCADIA SHERPA 80
May 2025
4 cabins | 2 x 800 hp VOLVO IPS1050

CANNES
philippe@pbyfrance.com
+33 4 93 93 13 69

ARCADIA SHERPA 60
2024
2 cabins | 2 x 550 hp VOLVO IPS700

CANNES
philippe@pbyfrance.com
+33 4 93 93 13 69

RIVA 66 RIBELLE
2021
3 cabins | 2 x 1550 hp MAN V12

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TECHNOHULL 38 GRAND SPORT
May 2025
2 x 500 hp Mercury Racing V8 500R

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ARCADIA YACHTS

TECHNOHULL
SEABORN PERFORMANCE

ARCADIA A96 | May 2025
5 cabins | 4 x 900 hp VOLVO IPS1200

MONACO
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SANLORENZO SD118 HULL 172 | March 2026
5 cabins | 2 x 1450 hp MAN V12 D2862 LE489 with SCR system

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ELYSIUM I IS AN IMMACULATE EXAMPLE OF THE ACCLAIMED DOLCEVITA MODEL FROM THE RENOWNED RIVA SHIPYARD. THIS 110' (34M) YACHT BOASTS RIVA'S SLEEK DESIGN AND POWERFUL PERFORMANCE.
ELYSIUM I | 33.53m Riva | 2019 | Palma de Mallorca | €10,990,000 (VAT not paid)
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com

NEW CA
THE LEGENDARY RIVA BOATYARD WAS ESTABLISHED IN 1842 ON LAKE ISEO IN SARNICO, ITALY. THE ICONIC RIVA 100' CORSARO IS AN ADVENTURE IN PERFECTION. CORSARO – THE CORSAIR – IS MUCH MORE THAN JUST A NAME.
MAXIMUS | 30m Riva | 2021 | South of France | €8,500,000 (VAT not paid)
Irina Blagodyr | +33 620 16 40 56 | irina@bluewateryachting.com

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Hoek Design Truly Classic 128

ATALANTE - NOW FOR SALE

Built by Claassen in the Netherlands in 2015, boasting an outstanding quality of workmanship, luxurious and warm interior styling and well executed exterior teak detailing. The design, quality and finish of Atalante made her the winner of a World Superyacht Awards "Neptune", for the best sailing yacht below 40 metres in the year of her launch. Since her launch date ATALANTE was kept in Class ABS-MCA Commercial class A1 Unrestricted. The yacht offers luxurious and comfortable accommodation to 6 guests and she sails with 5 crew. ATALANTE is a good performer in the regatta scene and has been very successful offering discerning clients great charter experiences.

ATALANTE is committed to have her 10-year ABS-survey completed this winter, along with a respray of the hull- topsides, varnish work on deck and regular maintenance, ensuring her top condition.

For more information please contact Pieter van der Weide: +31-653 612 691

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DISCOVERY 58'

Price: **£899,000 + VAT**

Location: **Palma de Mallorca**

First splashed 2015, grown up Disco with an automated rig, proper deck saloon and lots of row away appeal. Massively well fettled by these owners, perfect for short crewed bluewater, yet with around 30% more volume than her little 55' sister, there is plenty of room for the troops.

Y8

Price: **€2,100,000**

Location: **Palma de Mallorca**

Unmistakable Luca Brenta good looks from the Y people for Michael Schmidt himself in 2015. Epic hull livery, light displacement carbon hull and very full spec for mile munching at speed. Great deck layout and intelligent space planning below for 6 plus crew.

DISCOVERY 57'

Price: **£998,500**

Location: **Lymington, UK**

#007 of the sisterhood, she was the last to splash in 2014. Clever elliptical windows mean that light floods into her deck saloon. Custom interior with lots of marquetry and burrs, fully refreshed before entering brokerage captivity including new standing rigging. Perfect for blue, white or azure waters.

SPIRIT 65'DH

Price: **£1,750,000**

Location: **East Coast, UK**

Immaculate contemporary classic that is kind to the planet, from 2021. Barely used, maintained to the nth and comes with a recent price tumble. Electric drive, Lignia decks, a magical interior and of course, the sailing is sublime.

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Pearl 62'

Price: **£1,699,950 UK VAT PAID**

Location: **Corfu**

2020 hatch, handsome clockwork yacht from the clever Dixon Design Team, with a Kelly Hoppen interior. Virtually unmarked with low hours, she is looking fab with 4 double cabins and all the caboodle for Mediterranean use including watermaker and Starlink. Serviced to the hilt.

FPB 78'

Price: **US $6,500,000 + VAT**

Location: **Channel Islands**

From 2017, the middle sister of this extraordinary 3 boat series from Dashew Offshore. She has cruised the spots that many other explorers can't reach – Antarctica, Chile, Norway and more. MCA Category 0 in class, 4-wheel drive cruising at its zenith, no limits.

Galeon 640 Flybridge

Price: **£2,095,995 + VAT**

Location: **Lymington, UK**

Immensely intelligent motor yacht from the board of Tony Castro, from 2021. Bristling with smart and innovative ideas, and with enormous volume for her size enabling her to deliver 4 cabins plus crew. Vast flybridge and thrusters each end for easy handling on a pair of 1,200hp MANs. Amazing.

Fleming 58'

Price: **€2,200,000**

Location: **Valencia**

2014, she looks like she's just out of the box. Comes with mid-Owners' stateroom. Fleming aficionados will know that's the business. Set up for chilly waters with Kabola heating, yet also has the full Mediterranean spec from Opacmare passerelle to watermaker to aircon. Recent price tumble adds to her appeal.

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"I confided in my second. 'Something's not right here. Where's my bush knife?'"

I was once in international waters, when suddenly we came across a huge pillar of lights. The ocean was lit up like New York City! We couldn't believe that the twinkling glow was actually from a thousand Chinese fishing boats, lined up as far as the eye could see, each between 50 and 60 metres. There were larger motherships, too, that were bringing them provisions and taking their catch away from them for transportation, and a smattering of tiny boats for long-line fishing.

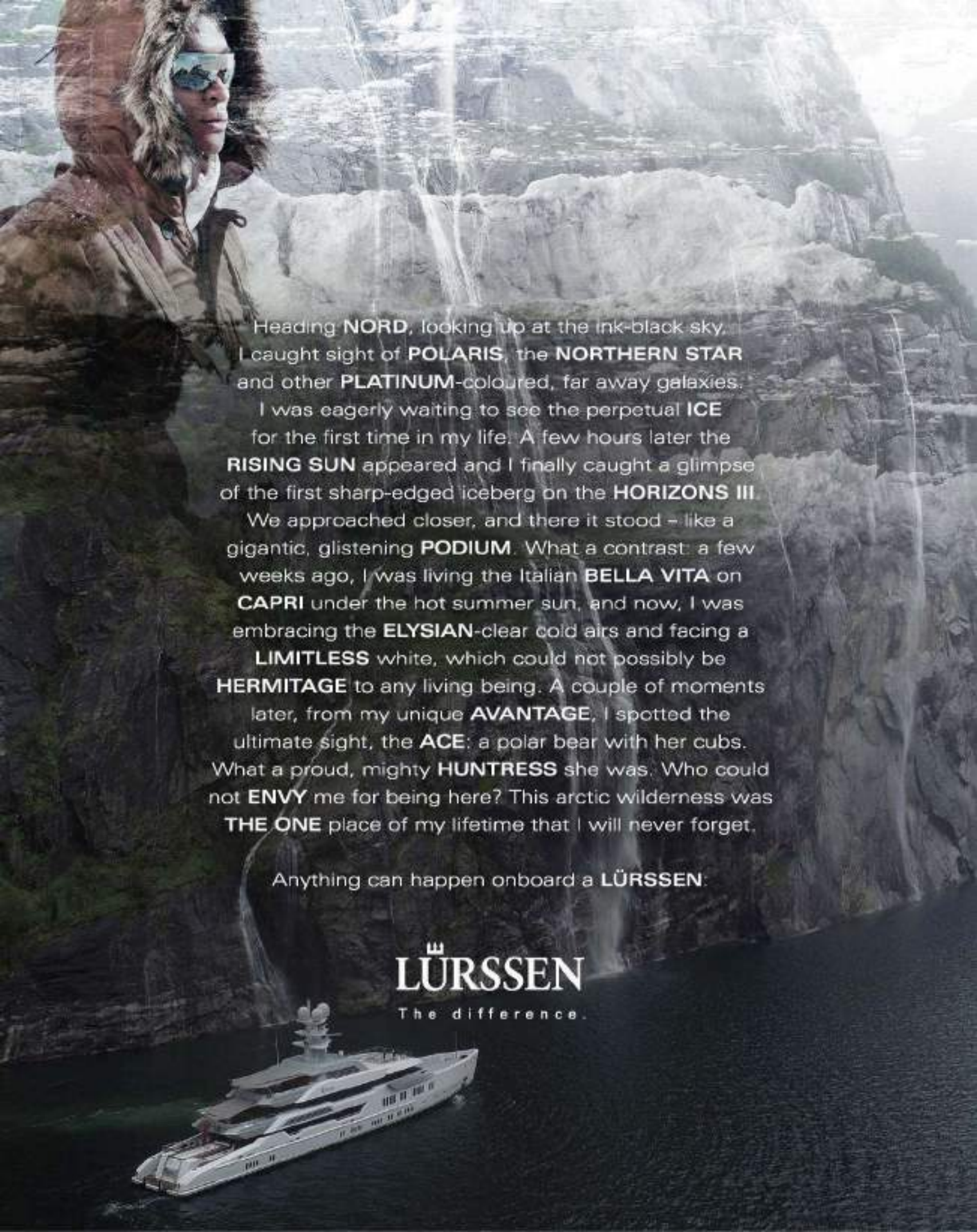
As we cruised by, we spotted one of these long-line fishing boats – in the distance at first, then suddenly racing towards us, before falling behind very slowly. Alarm bells rung immediately. "I think these guys are planning on attacking us," I confided in my second. "Something's just not right here. Where's my bush knife!"

They ended up falling right behind us in our wake, and as we slowly realised that their speed was matching ours, it dawned on us: they weren't stalking us – we were towing them!

Through the darkness we could see beams of lights flying around and we later realised they were over the side with a knife trying to set themselves free.

Eventually they succeeded and fell away, but it wasn't until the next day that a crew member who was rinsing the boat under way was able to confirm a line behind us. We stopped and looked, and indeed, we found a 180-kilogram fishing long line with a hook every 15 centimetres trailing us. We must have gone through it, hooked it up on our bulbous bow, and dragged God-knows-what-else along for the ride, causing the most almighty chaos. Needless to say, we cut ourselves free – and I'm sure the fishermen breathed a sigh of relief as we headed off into the distance. □

As told to Cecile Gauert. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com


Heading **NORD**, looking up at the ink-black sky, I caught sight of **POLARIS**, the **NORTHERN STAR** and other **PLATINUM**-coloured, far away galaxies. I was eagerly waiting to see the perpetual **ICE** for the first time in my life. A few hours later the **RISING SUN** appeared and I finally caught a glimpse of the first sharp-edged iceberg on the **HORIZONS III**. We approached closer, and there it stood – like a gigantic, glistening **PODIUM**. What a contrast: a few weeks ago, I was living the Italian **BELLA VITA** on **CAPRI** under the hot summer sun, and now, I was embracing the **ELYSIAN**-clear cold airs and facing a **LIMITLESS** white, which could not possibly be **HERMITAGE** to any living being. A couple of moments later, from my unique **AVANTAGE**, I spotted the ultimate sight, the **ACE**: a polar bear with her cubs. What a proud, mighty **HUNTRESS** she was. Who could not **ENVY** me for being here? This arctic wilderness was **THE ONE** place of my lifetime that I will never forget.

Anything can happen onboard a **LÜRSSEN**.

LÜRSSEN

The difference.

RICHARD MILLE

RM 65-01 McLaren W1

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Function selector and rapid winding mechanism
Case in Carbon TPT® and titanium
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